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Green Corridors & Net Zero Logistics: India's Next Leap in Road Transport

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contents

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Unlocking the Potential of Zero-Emission Trucking in India

Ashok Gupta

India's trucking sector plays a pivotal role in powering the nation's economy, facilitating the movement of goods across vast geographies and serving as the backbone of industrial supply chains. With rapid urbanisation, growing industrial activities, and booming e-commerce, the country's demand for freight transport is set to soar. According to the **NITI Aayog Report**, India's truck fleet will quadruple to nearly **17 million** by **2050**. However, this growth brings significant environmental costs, primarily due to the dominance of **diesel-powered trucks**.

Although trucks comprise only **3%** of India's road vehicle fleet, they contribute **34%** of road transport-related CO_2 emissions and **53%** of particulate matter (PM) emissions. Transitioning to **zero-emission trucks (ZETs)** — such as **battery electric** and **fuel cell electric trucks** — is critical for decarbonising the freight sector.

According to **NITI Aayog**, ZETs are projected to account for **85% of new truck sales** in India by 2050. This shift could yield multiple long-term benefits, followings strike most.

Emissions Reduction: ZETs could help avoid **2.8 – 3.8 gigatons of CO_2** emissions by 2050.

Cleaner Air: Widespread ZET use could lower PM and NO_x (Nitrogen Oxides) pollution by about **40%**, directly improving public health, especially for drivers and communities near highways.

Cost Efficiency: ZETs offer reduced fuel and maintenance costs, lowering overall **logistics expenses by 17%** over the lifetime of a truck.

Energy Independence: Road freight consumes over a quarter of India's oil imports. ZET adoption could replace **993 billion litres of diesel**, saving **₹116 lakh crore** by 2050.

Industrial Competitiveness: The transition will drive demand for **4,000 GWh of domestic battery capacity**, positioning India as a leader in green energy manufacturing and clean transport technologies.

The transition will drive demand for 4,000 GWh of domestic battery capacity, positioning India as a leader in green energy manufacturing and clean transport technologies

Despite these benefits, ZET adoption remains low, accounting for only **0.1%** of truck registrations in 2024. Accelerating this shift will require coordinated efforts across government, industry, and civil society. Encouragingly, the Indian government has launched supportive policies such as the **₹500 crore PM e-Drive** scheme, aimed at boosting electric truck adoption. One of the most effective strategies to scale ZET deployment is the creation of **dedicated ZET corridors**.

These corridors – designated highways equipped with charging or refuelling infrastructure are envisioned as catalysts for transformative change. Notably, around 50% of India's freight traffic travels along just **seven key corridors**, making these routes offer high-impact opportunities.

ZET Corridors are vital to India's economic growth for several key reasons:

Aggregated Demand: Prioritising high-traffic routes increases the utilisation of charging infrastructure, making these corridors more attractive to OEMs and charging point operators. Concentrated demand also lowers the risk of underused assets, encouraging further investment.

Proof of Concept: Pilot projects along designated corridors offer fleet operators a real-world testing ground for Zero-Emission Trucks (ZETs), helping build confidence in their performance, reliability, and cost-effectiveness.

Smarter Resource Planning: A corridor-focused approach enables utility providers to better forecast electricity demand, leading to more

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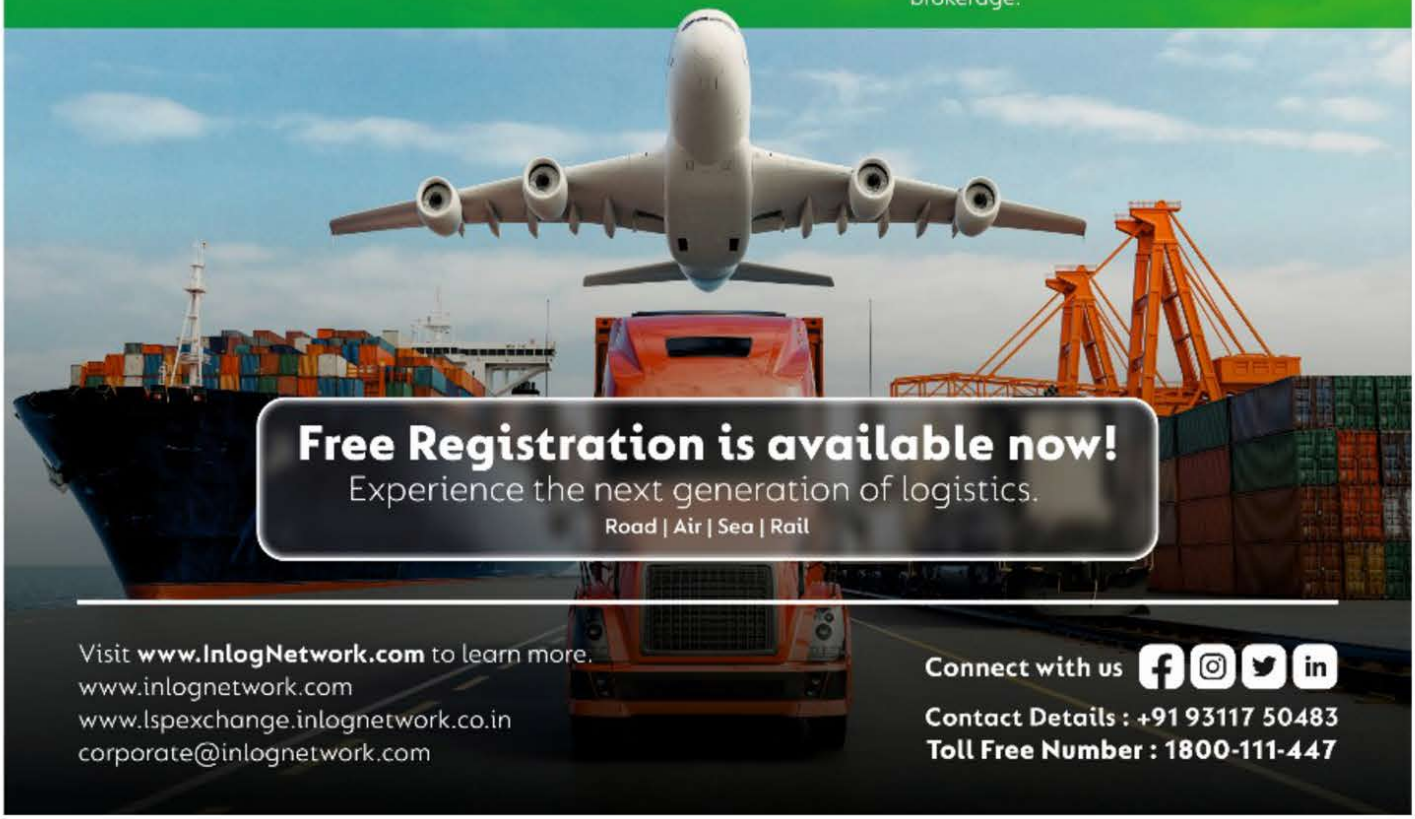

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efficient energy distribution and targeted infrastructure investment.

Efficient Policy Execution: Concentrating policy efforts along specific corridors allows governments to roll out subsidies, incentives, and regulations in a phased and data-driven manner, ensuring greater effectiveness and scalability.

Globally, similar ZET corridor strategies are gaining traction. **China** has installed battery-swapping stations along highways to minimise vehicle downtime. The **United States** is investing in a national ZET freight corridor network spanning **78,000 km**, aiming to decarbonise freight transport by **2040**. **African nations**, under the Northern Corridor initiative, are developing EV-ready routes across several countries. The **European Union** mandates 350 kW chargers every 100 km along transport routes from 2025.

India is also moving forward. The **Office of the Principal Scientific Adviser (PSA)** has prioritised corridor development in its **2023 Technical Roadmap and 2024 ZET Policy Advisory**, both of which emphasise using real-time freight data to identify and build out key routes.

Public-private partnerships are beginning to bring this vision to life. The **e-FAST platform** supports the deployment of **550 electric trucks** in Gujarat and Maharashtra. Other pilot projects are underway on corridors such as **Bengaluru–Chennai** and **Chennai–Tiruchirappalli**. States like **Telangana** have launched initiatives to map high-potential ZET routes for accelerated deployment.

In my opinion, India stands at a pivotal moment in its transport evolution. Transitioning to zero-emission trucking is not only crucial for the environment and improving public health, but it is also a strategic move to enhance industrial competitiveness, achieve energy independence, and create green jobs. With focused and collaborative efforts, especially through **ZET corridor development**, India can become a global leader in sustainable freight transport, reaping economic, environmental, and technological dividends for decades to come.

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Brahma Kumaris

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Green Corridors Across India: Paving the Way for Zero-Emission Trucking

India stands at a critical juncture in its journey toward becoming a global economic powerhouse. As the country moves ahead with rapid industrialisation, urban expansion, and booming commerce, the need for efficient goods transportation has never been greater. Trucks play a pivotal role in this equation, serving as the backbone of India's logistics sector. However, with this increasing demand comes a pressing challenge: how to grow sustainably while aligning with India's ambitious climate and net-zero goals.

The freight transport sector, particularly long-distance trucking, is a major contributor to India's carbon emissions and air pollution. Trucks consume a significant share of India's imported oil and emit large volumes of CO_2 and particulate matter. Therefore, transitioning to zero-emission trucks (ZETs)—which produce no tailpipe emissions—is not just an environmental necessity, but also an economic and strategic opportunity for India.

Further, it becomes even important to strategically move towards a Zero-Emission Trucking System because India is currently the world's third-largest importer of crude oil, relying on imports for over 80% of its oil needs, a considerable portion of which is used by the road freight sector. Studies estimate that by 2050, if the long-haul trucking sector continues to rely on diesel, it could contribute up to 15% of India's total greenhouse gas emissions. Such a scenario is incompatible with India's climate goals and energy security ambitions.

Zero-emission trucks, including battery-electric and hydrogen fuel-cell trucks, offer a promising solution. They can help cut emissions dramatically, improve air quality, and reduce the country's dependence on fossil fuels. These clean vehicles also bring additional advantages, such as lower operating costs, enhanced energy security, and a boost to the domestic manufacturing sector.

Recognising these benefits, the Indian government has already taken the first steps. In 2024, it allocated ₹500 crore under the Prime Minister Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) scheme to support the adoption of ZETs. The scheme signals a strong policy commitment to decarbonising freight transport and making India a global hub for clean transportation solutions.

Therefore, the Principal Scientific Adviser (PSA) to the Government of India has recommended establishing dedicated ZET corridors across the country. This is a strategic approach, and work is already in progress to accelerate ZET adoption. Readers, kindly note that ZET corridors are specific highway segments equipped with charging or refuelling infrastructure that enable seamless long-distance travel for electric and hydrogen-powered trucks.

According to a PSA report, ZET corridors serve multiple purposes:

- Ensure optimal use of vehicles and charging assets
- Demonstrate the operational and financial viability of ZETs

Ashok Goyal
National President, AITWA

- Reduce investment risks and lower costs
- Unlock private sector capital for infrastructure development

The public and private sectors have already begun collaborating on ZET corridor pilots, particularly in states like Gujarat, Maharashtra, Tamil Nadu, and Karnataka. These efforts are not only testing the feasibility of ZET operations but also building the foundation for a nationwide zero-emission freight network.

Identifying priority corridors for ZET deployment was the first step that the PSA office initiated. In 2023, the PSA office published a "Technical Roadmap for Deployment of Zero-Emission Trucking in India," outlining the initial framework for establishing ZET corridors. Building on that foundation, it released a follow-up report titled "India's Priority Corridors for Zero-Emission Trucking" that outlines a three-phase approach to identifying the most promising corridors across the country.

The process began with initial shortlisting. First, identifying 230 potential corridors based on traffic

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volumes and goods movement patterns. After merging overlapping routes and refining the dataset, the number was narrowed down to 103. The corridors were then evaluated using tools such as toll transaction data and satellite imagery to prioritise the top 50 corridors based on actual freight activity.

Next, the PSA office organised a roundtable with industry stakeholders to incorporate real-world insights. Participants included logistics operators, fleet owners, OEMs, infrastructure providers, and policymakers. They assessed the corridors based on several critical factors:

• Volume and consistency of truck traffic

• Suitability for ZET use cases

• Land availability for charging stations

• Supportive local policies and incentives

• Commercial and operational viability

Using this input, the list was narrowed to 24 high-potential corridors.

The final phase involved a detailed feasibility study to evaluate ZET-readiness across three dimensions:

1. Primary Data: Collected through on-ground surveys of truck drivers and fleet operators, assessing awareness, traffic flow, and interest in ZETs.

2. Secondary Data: Analysis of infrastructure elements such as power lines, substations, logistics hubs, and OEM service centres along the route.

3. Stakeholder Alignment: Evaluating support from industry and government for ZET deployment on each corridor.

This rigorous analysis led to the identification of 10 priority ZET corridors that are ready for pilot implementation.

According to the report, none of the top 10 corridors involve steep elevation changes or infrastructure gaps that would hinder deployment.

Sensitivity testing—by varying the importance of each parameter—confirmed the robustness of the final corridor selection.

However, identifying the top 10 corridors is just the beginning. The next step is to create a business case and pilot implementation plan for each of the 10 corridors. This includes:

• A detailed cash flow model for ZET and infrastructure costs

• Revenue projections and financing models

• Identification of public-private partnership (PPP) opportunities

These pilots will serve as proof of concept, demonstrating the viability of large-scale zero-emission freight transport in India.

The project is very crucial from India's perspective as the zero-emission trucking will offer India substantial long-term benefits:

• Emissions Reduction: Cumulative CO_2 reductions of 2.8–3.8 gigatons by 2050 through tailpipe emission elimination.

• Cleaner Air: A projected 40% decline in particulate matter and nitrogen oxides by 2050, improving public health across urban and transport-heavy regions.

• Cost Efficiency: With lower fuel and maintenance expenses, ZETs can reduce total logistics costs by 17% over a truck's lifetime.

• Energy Independence: The shift to ZETs could displace 993 billion litres of diesel, potentially saving the country ₹116 lakh crore and reducing its vulnerability to global oil markets.

• Industrial Growth: The transition is expected to drive demand for 4,000 GWh of batteries, boosting India's battery manufacturing and clean technology sectors and making the country more competitive globally.

In short, there is no iota of doubt that India's strategy to establish green freight corridors and accelerate the adoption of zero-emission trucks represents a crucial step toward achieving both climate and economic goals. By focusing on high-impact corridors, aggregating demand, and fostering public-private collaboration, India is setting the stage for a clean, efficient, and modern logistics ecosystem.

The top 10 ZET corridors identified through rigorous analysis provide the foundation for scaling up clean trucking nationwide. With sustained support, smart investment, and robust policy frameworks, India can become a global leader in sustainable freight transport, turning its economic growth story into an environmentally responsible one.

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A Greener Route: Logistics at the Heart of India's Net-Zero Ambitions

India's path to a net-zero future runs through its logistics sector. In 2024, this truth is clearer than ever. Once seen as a carbon-intensive necessity, the movement of goods is now being reimagined as a driver of sustainability, innovation, and economic efficiency.

Long regarded as the silent workhorse behind India's growth, logistics contributes nearly 14% to the nation's GDP. But it also carries a heavy environmental burden, with road freight alone responsible for more than 40% of transport-related carbon emissions. For years, the challenge of greening this vast and complex system seemed insurmountable.

That's beginning to change. Today, a quiet transformation is gaining pace. Supported by forward-thinking policies, digital disruption, and shifting business priorities, the logistics sector is embracing sustainability, not as a side goal, but as a strategic imperative. What was once aspirational is now actionable. And in doing so, logistics is moving from being part of the problem to becoming a cornerstone of the solution.

Policy Meets Action

India's green logistics transformation in 2024 is powered by an important convergence—visionary policy, industry momentum, and on-ground action.

Government initiatives like **PM Gati Shakti** and the **National Logistics Policy (NLP)** laid the foundation for more integrated and efficient supply chains. But what stands out in 2024 is the sector's focused push towards **decarbonisation**.

Take **rail freight** as a case in point. India's **Dedicated Freight Corridors (DFCs)** are rebalancing the country's overreliance on road transport. NITI Aayog notes that moving cargo by rail emits up to 80% less carbon than by road. Besides the environmental benefits, businesses gain from more cost-effective, reliable long-haul transport.

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Simultaneously, the **National Green Hydrogen Mission** is fostering clean fuel innovation. Hydrogen-powered

Abhishek Gupta
General Secretary, AITWA

truck pilots are underway along major freight routes. For short-distance delivery, **state-level EV policies under FAME II** are propelling the adoption of electric vehicles (EVs), especially in urban and peri-urban areas.

Progress in **inland waterways** is equally noteworthy. The **Inland Waterways Authority of India (IWAI)** reports steady growth in cargo movement via rivers, providing an energy-efficient alternative to roads. Coastal shipping, once underutilised, is now gaining traction as a green, economical option for bulk freight.

Technology: A Catalyst for Efficiency

In a country as vast and logistically complex as India, **digitisation** is emerging as a game changer for sustainable logistics.

Real-time route optimisation, powered by **AI and machine learning**, is helping eliminate "empty miles"—truck journeys without cargo that waste fuel and add emissions. Predictive analytics are also

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enhancing fuel efficiency by identifying ideal routes, preventing delays, and reducing idling.

One of the standout innovations in 2024 is the expansion of **digital freight matching platforms**. By ensuring trucks and containers are fully utilised—both outbound and return—companies are significantly reducing emissions per kilometre travelled.

Another breakthrough is the rapid rise of **battery-swapping stations**. These installations, now expanding across logistics hubs, are overcoming range anxiety for electric freight vehicles and ensuring continuous, efficient last-mile deliveries. What was once a bottleneck is now an enabler of scale.

The Rise of Multimodal Logistics

India's long-standing dependence on road freight has posed both economic and environmental challenges. But in 2024, there's been a strategic shift toward **multimodal logistics**—an approach integrating road, rail, waterways, and coastal shipping.

Rail freight's role is growing significantly, with DFCs increasing the modal share of cleaner cargo transport. **Coastal shipping**, too, is witnessing strong uptake, with companies transporting goods along India's 7,500-km coastline to cut costs and emissions.

Inland waterways, once overlooked, are now offering a low-emission solution for bulk movement. According to government estimates, moving freight via rivers can cut logistics costs by up to 30% compared to roads.

The real power of multimodal logistics lies in **seamless integration**. Companies that link different modes are building not just greener, but also more resilient and cost-effective supply chains.

Challenges on the Path Ahead

Despite this momentum, challenges remain. **High transition** costs continue to limit adoption, especially for small and medium logistics operators. Investments in electric vehicles, hydrogen trucks, and green infrastructure require substantial upfront capital.

Infrastructure gaps also need urgent attention. While EV charging and battery-swapping infrastructure are improving, coverage remains patchy in rural and remote areas. Similarly, scaling DFCs and port connectivity to the national level will demand sustained investment.

Yet, these hurdles are far outweighed by the opportunities. A greener logistics system can unlock **massive economic and environmental value**, future-proofing businesses, reducing fuel imports, and positioning India as a global leader in sustainable freight.

A Defining Moment

2024 marks a fundamental shift. For the first time, sustainability in logistics is being prioritised, not postponed. Government policy, industry innovation, and digital technology are aligning to turn logistics into a **catalyst for India's net-zero future**.

From **hydrogen fuel pilots** and **AI-powered routing** to **multimodal networks** and **green freight corridors**, every intervention adds up. And while the road to full decarbonisation is long, India is now firmly on its way.

This is more than a trend—it's a transformation. What we do today will shape the logistics systems of tomorrow, and with it, the future of India's economy, environment, and global standing.

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The Next Wave in the Logistics Sector: Green Corridors

Shipping underpins the global economy, handling nearly 80% of world trade. As economic activity continues to grow, so too will the demand for maritime transport. While shipping is relatively efficient—producing fewer CO_2 emissions per tonne-kilometre than most other freight modes—it still contributes about 3% of global CO_2 emissions. That share is expected to rise as other sectors decarbonise more quickly.

Without bold intervention, emissions from shipping could increase by 50% by 2050. Measures such as demand management and logistics optimisation might lower emissions by 4–5%, while better ship design and propulsion could cut emissions intensity by 15–55%. However, these levers alone fall short of meeting the International Maritime Organisation's (IMO) targets or the industry's 2050 zero-carbon goal outlined in the 2021 Call to Action signed by over 200 maritime leaders.

Reaching full decarbonisation will require widespread adoption of zero-GHG fuels. These alternatives, however, are significantly more expensive than conventional marine fuels and require entirely new infrastructure and value chains. Adding to the complexity are split incentives—where shipowners bear the cost of efficiency improvements but charterers pay for fuel—which discourage long-term investment in cleaner technologies.

Promising zero-emission technologies already exist and are being piloted, but they need to be deployed at scale to reduce costs and accelerate uptake. That's where **green corridors** come in—a focused approach to fast-tracking zero-emission shipping.

What Are Green Corridors?

A green corridor is a specific shipping route—typically between two major ports—where zero-emission shipping is enabled by favourable conditions, such as technical readiness, supportive regulation, and coordinated stakeholder action. These corridors aim to overcome the industry's biggest decarbonisation barriers by creating a concentrated ecosystem of actors: fuel producers, vessel operators, cargo owners, shipyards, ports, and regulators.

The benefits are multifold. Green corridors create offtake certainty for fuel producers, justifying investments in infrastructure. They provide a strong demand signal to engine manufacturers and shipbuilders, encouraging commercial-scale production. They also allow governments to implement targeted incentives, regulations, and safety standards—much like special economic zones.

Furthermore, green corridors allow for better coordination. Pre-competitive alliances and common tracking platforms can simplify monitoring, improve transparency, and make participation more attractive to stakeholders. In short, green corridors reduce the threshold for action, offering a practical bridge between pilots and system-wide transformation.

Choosing the Right Corridors

Selecting initial corridors strategically is critical. The right routes must be technically feasible, economically viable, and capable of delivering lessons that can be replicated elsewhere. Ideally, these corridors will carry significant volumes of trade and be backed by motivated stakeholders and enabling local conditions.

An initial set of ten candidate corridors was shortlisted based on impact and feasibility. Each underwent a detailed multi-criteria analysis, assessing factors like fuel availability, port readiness, stakeholder alignment, and regulatory maturity.

Four Building Blocks of a Green Corridor

To turn the green corridor concept into a working model, four key foundations must be in place:

1. Cross-Value-Chain Collaboration

Decarbonising shipping requires deep collaboration across sectors. Marine fuel producers, shipowners, cargo customers, and port operators must align goals and share risks. New business models and partnerships will be essential—for example, through joint ventures, new contract structures, or shared investment vehicles. Involvement from adjacent industries, like renewable energy and carbon capture, will further strengthen the ecosystem.

2. A Viable Fuel Pathway

Zero-emission fuels and supporting infrastructure must be available along the corridor. Several options are emerging:

- **Green Ammonia:** Made using renewable hydrogen, green ammonia has strong long-term potential due to its zero-carbon nature and scalability.

While safety protocols are still evolving, engines are expected by 2024.

• **Green Methanol:** Produced from green hydrogen and biogenic CO_2, it is technologically advanced, with engines already in use. However, feedstock limitations and carbon capture constraints challenge its scalability.

• **Green Hydrogen:** This clean fuel is promising but difficult to store and handle onboard due to its cryogenic nature. Nevertheless, its relevance across industries gives it high scalability potential.

This clean fuel is promising but difficult to store and handle onboard due to its cryogenic nature. Nevertheless, its relevance across industries gives it high scalability potential

• **Synthetic Diesel:** Compatible with existing ships and infrastructure, synthetic diesel can act as a transitional fuel, though high production costs and limited CO_2 feedstock constrain its long-term prospects.

3. Supportive Policies and Regulations

Green corridors need a strong regulatory foundation. Governments must implement policies that create incentives, reduce risk, and ensure safety. This includes emissions monitoring, carbon pricing, subsidies for green fuel production, and mandates for port readiness. Corridor-specific regulations can accelerate local deployment and set standards for global replication.

4. Mobilising Demand

Demand for low-emission shipping is growing. Charterers want greener supply chains, cargo owners are under pressure to cut Scope 3 emissions, and consumers increasingly value low-carbon products. Initiatives like the Clean Cargo Working Group already provide transparency on emissions performance. Pilot efforts—like blending biofuels with fossil fuels—are underway.

But pilots alone aren't enough. Scaling requires pooling customer demand into viable business cases. Aggregated offtake agreements can help de-risk vessel and fuel investments. In some markets, customers may even be willing to pay a premium for cleaner transport, especially when it enhances brand value or regulatory compliance.

Why Green Corridors Matter

Green corridors are more than just decarbonisation pilots—they are critical enablers of systemic change. They demonstrate feasibility, unlock investment, and create a platform for scaling technology and business models. By concentrating effort, they can reduce uncertainty, build momentum, and catalyse the transformation of the entire sector.

With maritime emissions on track to rise and global decarbonisation targets tightening, now is the time to act. Green corridors offer a practical, collaborative path forward—one that helps the industry move from ambition to action. As the world demands more sustainable trade, green corridors represent the next wave in global logistics.

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"When you have a dream, you've got to grab it and never let go."— Carol Burnett

Green Corridors: Charting a Path to Zero-Carbon Shipping

Pradeep Singal
Chairman, AITWA

Green corridors— dedicated shipping routes that rely solely on vessels powered by alternative fuels—are emerging as a key strategy to accelerate the maritime industry's shift toward zero-emission operations. But turning this vision into reality requires more than ambition.

The starting point is a robust feasibility assessment. Understanding whether a proposed green corridor is viable—technically, economically, and regulatorily—is essential for shaping its design and mobilising investment. It also builds trust among stakeholders, encouraging collaboration and long-term commitment.

To aid this process, ongoing efforts in zero-carbon shipping have produced a comprehensive blueprint to guide stakeholders through feasibility evaluations. This framework offers a clear, step-by-step method for assessing the decarbonization potential of shipping corridors using measurable indicators.

This overview outlines the four key focus areas for evaluation—and the three core dimensions by which their feasibility should be assessed.

The Four Priority Areas are:

1. Alternative Fuels Supply Chain

Key question: Will there be enough clean energy to power ships along the corridor?

Green corridors require a reliable supply of alternative fuels. Stakeholders must estimate the fuel demand and compare it with the output from existing and planned production sites and import options. Where gaps exist, fuel providers can identify where new capacity can be added.

Assessing feasibility involves analysing production and transport costs, technology costs, and electricity prices—along with evaluating financial models such as subsidies and offtake agreements to ensure investment viability.

2. Port, Storage, and Bunkering Infrastructure

Key question: Is there sufficient capacity and capability to store and deliver alternative fuels?

Alternative fuels often need specialised storage and handling. Operators must determine whether current or planned infrastructure at ports and bunkering sites can meet projected demand. Where shortfalls are identified, stakeholders need to explore options for retrofitting existing facilities or building new ones.

They must also navigate regulatory standards for safety and fuel handling, and assess available financing for necessary infrastructure upgrades.

3. Vessel Decarbonization Pathway

Key question: What are the investment and operational implications for shipowners?

Green corridors must accommodate evolving vessel requirements. Shipowners should map out a transition plan—whether by retrofitting existing fleets or investing in new, zero-emission vessels—based on the selected fuels and total cost of ownership.

Quantifying the number and type of vessels needed also helps determine whether shipyards and engine manufacturers can meet demand, and whether the investment is financially sustainable.

4. Cargo Demand Dynamics

Key question: Will shippers and end customers support greener shipping?

Zero-carbon shipping comes with higher costs, at least in the short term. The success of green corridors depends on cargo owners' willingness to pay a premium for decarbonised services. Stakeholders must assess demand elasticity, sensitivity to freight rate changes, and competition from other modes or routes.

Mechanisms such as long-term contracts, bundled demand, and green cargo credits may help promote customer buy-in and distribute costs more evenly across the value chain.

Three Feasibility Dimensions

To evaluate each of these four areas, stakeholders should examine:

- **Technical feasibility** – Are the necessary technologies available and deployable?
- **Economic feasibility** – Can the investments be justified? Are funding sources and cost-sharing mechanisms in place?
- **Regulatory feasibility** – Are enabling policies and compliance mechanisms supportive, including potential incentives?

By analysing these areas from all three perspectives, stakeholders can identify implementation risks and determine actions to mitigate them.

From Blueprint to Implementation: Building Consensus and Commitment

Making green corridors a reality requires collective action. The feasibility assessment helps clarify the roles, commitments, and investments each party must undertake. A strong governance structure will be key to coordinating efforts and tracking progress. In parallel, clear communication plans—both internal and external—will ensure alignment and sustained engagement.

This blueprint is not a fixed manual but a living framework that should evolve with real-world pilots and industry learning. For now, it offers stakeholders a structured approach to move from ambition to action—and to take the first steps in reshaping shipping's future.

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ABOUT US

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

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AITWA Drives Forward with Transformative Actions!

Here's what's New at AITWA:

AITWA and NICDC ULIP Sign MoU to Enhance Digital Logistics via 'Track Your Transport' App

On June 11, 2025, a key milestone in the digital transformation of India's logistics sector was achieved with the signing of a Memorandum of Understanding (MoU) between the All India Transporters Welfare Association (AITWA) and NICDC ULIP at the NLDSL office. The partnership aims to strengthen the Application Interface Partnership (AIP) for the innovative 'Track Your Transport' app.

The MoU was officially signed by Shri Pradeep Singal, Chairman of AITWA, and Shri Arvind Devaraj, Chief Operating Officer of ULIP. The event was also graced by the presence of Shri R.K. Jain, Joint Secretary, and Shri J.P. Singla of AITWA, underlining the significance of this collaboration.

This strategic alliance marks a major advancement in streamlining fleet operations and increasing digital transparency in road transport through smart, user-friendly features integrated within the app.

Live Features Now Available on the App:

- Know Your Vehicle Details
- Driving Licence (DL) Verification
- Check Traffic Challans

Exciting Features Coming Soon:

- Vehicle Tracking via FASTag
- E-Way Bill Expiry Alerts and Validity Extension Options
- Toll Plaza Information Along Routes with Charges
- Driver Blind Spot Alert System
- Trip Creation and Management Tools

Through this partnership, AITWA will offer its member transporters access to these features as sub-users, enabling more efficient, secure, and transparent fleet management.

AITWA's Mumbai Summit Marks Major Leap Toward Green Freight with GreenGrid Launch!

Breaks New Ground with Women Transporters and Enhanced Driver Support

The All India Transporters Welfare Association (AITWA), the apex body representing India's road transport sector, convened a landmark meeting in Mumbai on June 6, 2025. The event saw the launch of the GreenGrid Forum—an ambitious initiative aimed at reinforcing the industry's commitment to sustainable practices.

The meeting also marked a historic first with the formal inclusion of women transporters and reaffirmed AITWA's ongoing dedication to driver welfare.

GreenGrid Forum Launched to Drive EV Trucking Revolution

In a bold stride toward sustainable logistics, the All India Transporters Welfare Association (AITWA) officially launched the **GreenGrid Forum**, a strategic platform designed to accelerate the adoption of electric trucks and support India's national decarbonisation goals.

Launched in collaboration with **e-FAST India** and **NITI Aayog**, the GreenGrid Forum is envisioned as a catalyst for industry-wide transformation. It aims to bring together a diverse group of stakeholders—fleet operators, OEMs, infrastructure providers, government bodies, and logistics service users—to

enable a smoother and faster transition to electric freight transport.

One of the forum's core missions is to **tackle real-world challenges faced by early EV truck adopters**. By facilitating the sharing of operational data, use-case learnings, and performance insights from existing EV fleet owners, the GreenGrid Forum will help de-risk investment decisions for new entrants. AITWA also intends to foster collaboration that can eliminate resource underutilisation and promote route planning efficiency.

Crucially, the platform will act as a **connector between green-focused shippers and EV operators**, reducing empty return hauls and enhancing the economic viability of electric trucking. Parallelly, AITWA continues to engage with central and state governments to unlock vital enablers—**incentives, subsidies, and regulatory support**—to drive down the Total Cost of Ownership (TCO) for electric trucks.

Empowering Women in Transport: A Historic First for AITWA

In a significant move towards gender inclusivity, AITWA announced the formation of its **first-ever Women's Wing**, and appointed **Mrs. Reema Jogani** as its inaugural Chairperson. This initiative is a step forward under the umbrella of **Viksit Bharat 2047**, India's vision for inclusive and empowered growth.

Launched by **Mr. Abhishek Gupta**, General Secretary of AITWA, the Women's Wing has already onboarded more than 25 women entrepreneurs who are actively involved in logistics businesses across India.

"This new platform is not just symbolic—it's actionable," said Mr. Gupta. "It will enable women leaders in transport to connect, collaborate, and contribute to policy shaping. We're planning a special **'Chai Pe Charcha' with Hon'ble Transport Minister Shri Nitin Gadkari ji**,

where our women members will present their ideas and challenges, working together to make the sector more inclusive, efficient, and future-ready."

Technology for Safer Roads: AI-Driven Safety Initiatives

Addressing the critical issue of road safety, AITWA also announced a pioneering partnership with **Intangles**, a provider of intelligent vehicle monitoring systems. The focus is on promoting **affordable, AI-enabled driver assistance technologies** that can significantly reduce the risk of accidents.

"Accidents are not accidents—they are preventable," said **Mr. Ashok Goyal**, President of AITWA. "As fleet owners, we carry the responsibility to ensure our drivers have access to the latest tools that can help avoid mishaps and save lives. This initiative marks a shift from reactive to proactive safety management in Indian trucking."

Uplifting Drivers: Expanding the Highway Heroes+ Program

The well-being of truck drivers remains central to AITWA's mission. At the Mumbai meeting, the association announced the scaling up of its flagship driver welfare initiative—**Highway Heroes+ (HH+)**, powered by **Lawyered**.

Under the expanded program, HH+ will now include **comprehensive medical support** for drivers and their families, a crucial step in addressing the long-ignored healthcare challenges of the sector. With AITWA's recent registration for CSR funding, the program is poised to grow in scale and impact.

"We are not just handing out benefits—we are changing lives," said **Mr. Anjani Agarwal**, Executive President of AITWA. "One of our key goals is to secure **Ayushman Bharat green-channel** access for every heavy commercial vehicle (HCV) driver in the country. This could transform healthcare access for our drivers and ease the financial strain they face."

From **decarbonising freight** to **empowering women, embracing safety tech**, and **elevating driver welfare**, AITWA's landmark meeting in Mumbai marked a watershed moment for India's road transport sector. With strategic initiatives like the GreenGrid Forum and a renewed commitment to inclusivity and innovation, the association is helping steer the industry toward a more sustainable, equitable, and technologically advanced future.

Tata Elxsi Collaborated With Infineon To Deliver Application-Ready Electric Vehicle Solution For Indian Market

The semiconductor solutions company, Infineon Technologies, and design and technology services provider, Tata Elxsi, have inked a Memorandum of Understanding (MoU) to collaborate on the development of ready-to-deploy electric vehicle (EV) systems for the Indian market.

The collaboration between Infineon Technologies and Tata Elxsi will concentrate on incorporating Infineon's innovations into electric passenger vehicles, commercial vehicles, three-wheelers, and two-wheelers. In the Indian market, where overall sales increased by 25-30% in 2024, including a 28% increase in the electric two-wheeler and three-wheeler segments, this strategic partnership coincides with the country's expanding EV adoption.

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This partnership aims to hasten the availability of automotive-grade, cost-optimised, and safety-compliant EV subsystems by fusing Infineon's semiconductor technologies with Tata Elxsi's design, system integration, and validation experience. Safety requirements, including ASIL-D compliance following ISO 26262 functional safety standards, will be covered.

According to the recently signed agreement, Infineon will provide early access to components such as integrated circuits, microcontrollers, and silicon carbide (SiC)-based devices, while Tata Elxsi will handle design, integration, and testing. High-voltage inverter development, scalable battery management systems, bi-directional onboard chargers, and thermal management systems will be the main areas of concentration, reported TrucksDekho.com.

The intended electric vehicle systems are designed for India's changing mobility markets, but these might also be modified for use in eVTOLs (Electric Vertical Take-off and Landing aircraft), off-highway vehicles, and energy infrastructure in the future. This program is in line with NITI Aayog's goals, which include electrifying 70% of commercial vehicles and 80% of two-wheelers and three-wheelers by 2030.

Competition Commission Of India Approves Mahindra's Acquisition Of 59% Stake In SML Isuzu

The Competition Commission of India (CCI) approved Mahindra & Mahindra's plan to pay Rs 555 crore to acquire a nearly 59% stake in SML Isuzu, a well-known manufacturer of commercial vehicles. In April, Mahindra & Mahindra declared that it would pay Rs 555 crore to acquire a 58.96% stake in SML Isuzu, reported TrucksDekho.com.

For a total consideration of Rs 555 crore, the Mumbai-based automaker Mahindra & Mahindra said in April that it will buy the full 43.96% stake held by Sumitomo Corporation, the founder of SML, and separately buy a 15% stake held by Isuzu Motors, a public stakeholder of SML. The regulator CCI, which monitors unethical corporate practices and encourages fair competition in the market, must approve deals that exceed a specific level.

The Mahindra group's flagship company is Mahindra & Mahindra. It works in the automobile, agricultural products and services, and farm equipment industries, among others. Mahindra & Mahindra announced that, in compliance with SEBI takeover regulations, it will submit an open bid to purchase a 26% share in SML Isuzu.

This strategic investment fits in with the company's capital allocation plan, which focuses on investments in high-potential development sectors with a great chance of success and a track record of operational efficiency.

SML Isuzu was founded in 1983 and currently operates its business in the truck and bus market. With a roughly 16% market share, SML leads the ILCV buses segment. In FY24, the company recorded Rs 2,196 crore in operating revenue and Rs 179 crore in EBITDA. SML Isuzu's ecosystem presents a substantial opportunity to generate value. By working together, Mahindra aims to strengthen its position in the industry and provide customers looking for premium goods and services in India with all-inclusive solutions.

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"There is nothing impossible to they who will try."— Alexander the Great

ZF India To Supply Transmissions With High-Torque Properties: Can Withstand 1300 Nm Output?

In recent reports, ZF India has taken a strategic route to scale up its operations, facilitating several thousand transmission units for an Indian commercial vehicle manufacturer's truck range. Under the agreement between the OEM manufacturer and ZF India, the latter will deliver 9-speed transmission units to the OEM entity for integration into their trucks.

According to the report, ZF will offer its cutting-edge EcoMid manual and EcoTronic Mid automatic transmissions to the OEM manufacturer, enabling efficient power transmission and improvements in driveability. These transmissions are crafted especially for heavy-duty trucks weighing more than 25 tonnes, with engines delivering over 1300 Nm torque output.

The ZF EcoMid and EcoTronic Mid transmissions will be manufactured at ZF India's manufacturing facility in Chakan, Pune, Maharashtra, aligning with the 'Make In India' initiative – established by the Government to enhance employment opportunities and scalable innovations. The transmission units are crafted for heavy-duty operating conditions, enabling businesses in India to enhance fleet performance, ensuring high uptime.

ZF India's commercial-grade transmission aggregates, technologies and innovative solutions are considered world-class. Featuring 9-speed and 12-speed gearboxes, capable of handling around 1500 Nm and staggering 3200 Nm of torque transmission, ZF India is the go-to solution for truck manufacturers in the country.

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The EcoMid transmission units are engineered for commercial vehicles (CV) with a gross vehicle weight rated up to 55 tonnes. The transmission aggregate comes in both direct drive and overdrive gear configurations. The two gearboxes, ZF EcoMid and EcoTronic Mid, are also deemed a modular solution, delivering decent clutch life and reducing driving effort. ZF India also asserts its transmissions are designed with a modular approach for trucks in India.

"With six decades of experience and prowess in manufacturing cutting-edge solutions in India, having a strong market presence, ZF has consistently delivered advanced solutions. This partnership with the leading OEM underscores the company's commitment to delivering cutting-edge transmission solutions. The transmission aggregates are strategically tailored to meet the evolving requirements of our OEM partners," said Akash Passey, president, ZF Group in India, highlighting the company's strong role in delivering world-class solutions, reported TrucksDekho.com.

P Kaniappan, senior VP, ZF Group, added, "The EcoMid and EcoTronic Mid transmissions will help in further enhancing operational efficiency, enabling the commercial vehicle industry, particularly in the heavy truck sector, to deliver solutions that meet the customer needs."

ZF Group is a global leader in developing advanced technology and solutions for passenger and commercial vehicles, and equipment-based applications. As per recent estimates, the company registered sales of €41.4 billion in the fiscal year 2024. With a global presence across 30 different countries, the entity employs around 1,61,000 people worldwide. ZF India offers solutions for electric vehicles, autonomous technologies and connected tech for the CV sector, growing rapidly with new tech integration for diverse business requirements.

Tata Motors Re.Wi.Re Facilities In Lucknow and Raipur Leading The Way To Sustainability

Tata Motors opens two new registered vehicle scraping facilities, one in Lucknow (Uttar Pradesh) and the other in Raipur (Chhattisgarh), under the Re.Wi.Re approach. Featuring responsible methods for transforming the mobility sector, Tata Motors is helping businesses meet sustainability targets. The Re.Wi.Re – "Recycle with Respect" scraping facilities are strategically established ecosystems for the disposal of end-of-life commercial vehicles.

The new state-of-the-art facilities were inaugurated virtually by Hon'ble Union Minister of Road Transport and Highways, Government of India, Nitin Gadkari. The new vehicle scraping units are deemed to be equipped to handle the dismantling of both passenger and commercial vehicles across all brands, including two- and three-wheelers.

The Raipur registered vehicle scrapping facility under the Re.Wi.Re approach will be operated by Tata Motors' channel partner Raipur Green Energy. The facility can safely dismantle up to 25,000 vehicles per year. Meanwhile, the Lucknow facility, which can scrap up to 15,000 vehicles annually, is operated by Moto Scrapland.

Hon'ble Union Minister of Road Transport and Highways, Shri Nitin Gadkari, shared insights at the momentous occasion (virtually). It was said that the launch of the registered vehicle scrapping facilities in Lucknow and Raipur is the right initiative, taking India one step closer to sustainable development. Gadkari pointed out that the new facilities underscore the progressive step of the National Vehicle Scrappage Policy, enabling citizens to transition to cleaner mobility solutions through structured incentives.

He added that the new Tata Motors vehicle scrapping facilities will enable the safe dismantling of end-of-life vehicles unfit for operation, ensuring the recovery of materials for initiating recycling. Gadkari also pointed out that he is pleased with Tata Motors leading the way to sustainability, establishing nationwide Registered Vehicle Scrapping Facilities. He believes that it is such initiatives that make vehicle scrappage accessible and impactful.

Girish Wagh, executive director, Tata Motors, shared his thoughts on the Re.Wi.Re initiatives, "With the nationwide network of Re.Wi.Re facilities, Tata Motors is equipped to responsibly dismantle over 1.75 lakh end-of-life vehicles annually. Tata Motors now operates 10 vehicle-scrapping centres, including facilities in Jaipur, Bhubaneswar, Surat, Chandigarh, Delhi NCR, Pune, Guwahati, Raipur, Lucknow and Kolkata," reported TrucksDekho.com.

He added, "We deeply value the unwavering support and collaboration of our partners, state governments, and local authorities in turning this vision into reality. I would especially like to thank Hon'ble Union Minister Shri Nitin Gadkari for his continued leadership and encouragement in advancing sustainable mobility and vehicle recycling in India."

The Re.Wi.Re facilities across the country are designed to ensure seamless operations. The process is completely paperless; a green initiative. The units are equipped with cell-type dismantling for commercial vehicles, including two and three-wheelers, and line dismantling for passenger vehicles. There are dedicated stations for the safe dismantling of vehicles.

In the process, safe dismantling of numerous commercial vehicle aggregates is undertaken. This includes removal of tyres, fuel, oil and lubricants, gases and batteries, among others. Each vehicle that undergoes the dismantling process is recorded through meticulous documentation at each stage for responsible vehicle scrappage. With these structured processes, Tata Motors guarantees safe disposal of vehicles under the scrappage policy.

VE Commercial Vehicles Aims To Achieve 70% Renewable Energy Usage In Plant Operations By Financial Year 2027

VE Commercial Vehicles (VECV), the parent company of Eicher Trucks and Buses, reaffirmed its dedication to India's net-zero goals in honour of World Environment Day. The company unveiled several initiatives aimed at promoting cleaner mobility and sustainable production. Its new range of zero-emission commercial vehicles, marketed as Pro Planet Pro Business, is currently in use throughout India.

Built on Industry 4.0 principles, the company's Bhopal factory, which started operations in 2020, has real-time energy monitoring powered by AI (Artificial Intelligence). The company claims that their all-female final assembly line for the Eicher Pro X is the first of its kind in the electric commercial vehicle sector. VECV aims to become water positive by 2030 and use 70% renewable energy in plant operations by the financial year 2027.

A 52 million-litre water body has been created at the Bhopal site as part of this endeavour; it is said to be sufficient to run the plant for four months. Additionally, the company has replaced almost 5,000 traditional lighting fixtures with 100% LED lighting across all of its locations. In FY24, energy intensity was 3.74 GJ/MINR (Giga Joules per million Indian Rupees of Revenue), down from 3.85 GJ/MINR in FY23, showing energy conservation.

Vinod Aggarwal, MD and CEO, VECV, said, “In line with India's Net Zero vision defined by Honourable Prime Minister Narendra Modi, VECV is committed to delivering future-ready mobility solutions-from electric, LNG and CNG trucks and buses to emerging technologies like hydrogen and fuel cells-as the market matures. The company's investments in smart manufacturing, renewable energy and responsible resource management reflect a broader commitment to sustainable growth,” reported TrucksDekho.com.

VECV states that its ongoing initiatives support various SDGs (Sustainable Development Goals) related to affordable clean energy, clean water, responsible consumption and climate action. The company has an eco-friendly portfolio, which consists of LNG-based, CNG-based, and EV powertrain-based alternative fuel options. Eicher electric buses have been operational since 2022 in several Indian states.

Insights: Commercial Vehicle Retail Sales In May 2025

The Federation of Automobile Dealers Associations (FADA) recognised the leading commercial vehicle (CV) manufacturers and their market share in its May 2025 monthly retail sales report. Compared to May 2024's retail sales of 78,530 units, the Indian CV category sold 75,615 units in the domestic market in May 2025, representing a 3.71% YoY sales decline, according to TrucksDekho.com.

Tata Commercial Vehicles' retail sales fell 11.56% year over year, from 29,512 units in May 2024 to 26,100 units in May 2025. Despite a drop in retail sales in May 2025, the brand maintained its largest market share of 34.52%. Although its market share decreased from 37.58% in May 2024 to the last month, the company enjoys dominance in the Indian commercial vehicle industry.

In May 2025, Mahindra & Mahindra sold 19,816 units, down 0.05% year over year from 19,826 units sold in May 2024. The brand is now the second-largest player in India's retail commercial vehicle sector, having grown its market share from 25.25% in May 2024 to 26.21% in May 2025. The company recently announced that it aims to increase its market share of trucks and buses by 4 times, from the present 3% in FY25 to 10-12% in FY31.

With an 18.20% market share in the CV retail industry, Ashok Leyland is the third-largest commercial vehicle manufacturer in India, according to the FADA's list of the top-selling CV brands in May 2025. Between May 2024 and May 2025, the company's retail sales grew from 13,635 units to 13,763 units, a marginal YoY growth of 0.93%.

With 6,734 units sold in May 2025, VE Commercial Vehicles saw a 2.07% YoY increase in sales over 6,597 units sold in May 2024. Its market share increased slightly from 8.40% in May of last year to 8.91% in May of this year. In May 2025, Maruti Suzuki sold 3,122 commercial vehicles, a YoY drop of 7% YoY from the 3,357 units sold in May of the previous year. In May 2025, its market share was 4.13%.

After selling 2,088 units in May 2025, Force Motors had a 2.76% market share, a notable YoY growth of 27.08% over the 1,643 units sold in the same month in 2024. In May of this year, BharatBenz Commercial Vehicles sold 1,825 units at retail, down 0.81% year over year and holding a 2.41% market share. In May of last year, the company sold 1,840 units.

In the retail commercial vehicle market, SML Isuzu sold 1,509 units in May 2025 compared to 1,467 units in May 2024, showing a 2.86% YoY growth. In May 2025, the company's market share is 2%, which is slightly lower than 1.87% in May 2024. The other CV manufacturers sold 658 commercial vehicles in May 2025 compared to 653 units in May 2024.

All commercial vehicle categories, including LCV and HCV, saw a decline in retail sales in May 2025, except for the MCV category. In May 2025, sales in the LCV and HCV segments fell by 3.16% YoY and 7.06% YoY, respectively. The MCV segment recorded a notable YoY increase in sales of 6.49% in May 2025 compared to May 2025.

New Medium- & Heavy-duty Trucks Sold In India Must Have AC Cabins

According to a government announcement from a year and a half ago, all new medium and heavy-duty trucks manufactured and sold in India, starting from June 8, must have air-conditioned cabins to improve driver comfort and reduce fatigue. Depending on the model and application, some truck manufacturers have responded by upgrading their models and increasing prices by one to two and a half per cent, while others are currently in the process of doing so.

According to Rajesh Kaul, Vice President and Head of Business for Trucks, Tata Commercial Vehicles, the company has introduced air conditioning cabins throughout its medium and heavy truck range. The introduction of air-conditioned cabins and cowls marks a significant step towards building a comfortable working environment for drivers, enabling higher productivity.

Truck manufacturers stated that improved driving habits and telematics could mitigate the 2-5% mileage loss that ACs may cause. According to Kaul, the company's higher horsepower trucks have features designed to reduce total cost of ownership and maximise fuel efficiency. In addition to complying with regulatory requirements, Tata Motors has leveraged this opportunity to deliver long-term value through a range of enhancements.

According to Volvo Eicher Commercial Vehicles, the cost impact would vary depending on truck configuration. Truck sales are linked to the broader economy, and VECV expects positive momentum. With the RBI cutting rates by 50 basis points, financing will be easy. However, Umesh Revankar, Executive Vice Chairman, Shriram Finance, said, "The regulation could drive the short-term demand for used trucks and increase freight rates," reported TrucksDekho.com.

According to Sanjeev Kumar, President and Head of MHCV, Ashok Leyland, "Currently, all our factories are producing AC cabin trucks in the medium and heavy commercial vehicle range. Despite early resistance, we think the sector has changed enough to accommodate the change. AC penetration in segments like tractors and tippers was already between 15% and 20% before the mandate. In mining trucks and tippers, AC adoption was much faster, much ahead of the rest of the segments."

Rahul Garg, Founder and Chief Executive, B2B Supply Chain and Logistics Platform Moglix, said, "The regulation represents a key shift in the sector. It puts the well-being of drivers at the centre of India's logistics transformation. While it brings short-term cost adjustments, the long-term benefits in safety, comfort and efficiency are significant. Beyond this one-time adjustment, we do not foresee successive price hikes as competitiveness is crucial."

In a nutshell, the price increase may have a short-term negative impact on new truck sales but will increase driver productivity and reduce accident rates. In the medium future, there may be a rise in demand for used trucks. For truck fleet operators, the introduction of factory-fitted AC cabins is a welcome move to enhance driver comfort in extreme heat weather conditions.

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Transystem
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KEY FACTS

Group Turnover	Employee Strength	Vehicles/day Managed on Road	Cargo Ships (Coastal Waters)	Warehouse Covered Area	Own Branch Network
$600 Mn. (in 2017-18)	6000+	12000	6	12 (million sq. Ft.)	1400+

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ZF Pro Service Enabling High-Uptime Performance For Truck And Trailer Fleet Worldwide

With the establishment of advanced service networks, delivering original equipment manufacturer (OEM)- attributed service tools that enable diagnostics, to ensure high uptime performance of commercial vehicles, ZF Aftermarket takes a huge leap. ZF Aftermarket collaborates with the world's top commercial vehicle workshops in this regard.

Enabled by cutting-edge equipment, ZF [pro]Service partners leave no questions unanswered, thanks to personal, direct contact with ZF Aftermarket experts and comprehensive digital support. The collaborations with workshops aim to significantly speed up the repair processes for businesses to put commercial vehicles back on the road faster.

According to ZF Aftermarket, enabling seamless operation thanks to the global distribution network of the largest commercial vehicle suppliers, it is possible to ensure quicker service process, minimise fleet downtimes. The company claims that workshops play an important role in assisting independent businesses to improve uptime performance to drive profitability.

In the instance of a commercial vehicle-oriented technical issue, workshops need to access technical data and service information. Be it the latest truck or older truck models, being able to acquire tools and professionally serve major customers is important to drive business growth, assisting customers. This is where the ZF [pro]Service comes kicks in into action.

Aleksander Rabinovitch, head of business line commercial vehicles at ZF Aftermarket, reiterates the advantages of ZF [pro]Service in this context we discussed earlier, "A strong partner is essential to master technical challenges and remain competitive. ZF [pro]Service gives commercial vehicle companies access to the complete range of the world's largest commercial vehicle supplier. We support workshops with the latest technologies, diagnostic solutions, training and comprehensive services. This enables them to optimally prepare for the future and fully reach their potential," reported TrucksDekho.com.

Enabled by its network, ZF [pro] Service leans towards offering commercial vehicle workshops with a customer-centric approach to deliver top-notch services. In this regard, the company's new partners must undergo an initial assessment under strict admission criteria. Regularly, the company will conduct strict audits, part of its network service criteria for quality assurance. ZF asserts that thanks to its service assessments, ZF [pro]Service has already convinced over 3,100 workshops across 89 countries to join, across the globe.

Primarily, the service integrates ZF Scan, a key diagnostics tool offering a range of services for commercial vehicle companies. As per the company, it combines ZF's previous proprietary diagnostics solutions: ZF Testman and the Original System Diagnostics (previously incorporated under the WABCO brand) into a single platform. This tool serves a wide range of commercial vehicles, trailers and off-highway vehicles.

The ZF Scan seamlessly, with its user-friendly interface, enables convenient diagnosis and repair of all ZF aggregates, including transmissions, braking systems, and chassis control systems. The MultiScan Trailer and MultiScan Truck and Bus variants are suitable for commercial vehicle operations. Both ZF MultiScan and ZF Scan are part of the new ZF [pro] Diagnostics ecosystem, enabling quicker diagnostics functionalities.

ZF [pro]Service, a multi-brand commercial vehicle solution, enables workshops to offer a comprehensive range of diagnostics and repair services. Thanks to the ZF [pro]Service tools, businesses can now leverage new opportunities in the surging commercial vehicle market. With a seamless interface and top-class diagnostic technology, this platform promises faster analysis of issues to ensure high uptime for truck and fleet owners.

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Truck Makers To See Surge In M&HCV Adoption In 2025

India's ageing commercial-grade truck fleet is bringing a new twist to the run towards increasing sales of new commercial vehicles to enhance long-lead and last-mile business performances. Truck manufacturers and analysts point out that, thanks to the replacement demand due to the need to adopt vehicles with new technological advantages, the market is expected to see a surge in the purchase of new commercial vehicles.

Precisely, as per the data provided by automobile manufacturers and rating agencies such as ICRA, the average age of utilisation of the truck fleet as a strategic investment is about 10 years. This figure has remained steady in the past two decades with marginal differences. The data provided indicates that a sharp increase in the truck fleet age was recorded only due to the impact of the COVID-19 period, resulting in a record of weak sales.

The increase in the average commercial vehicle utilisation timeline was registered due to the COVID-19 pandemic, which put a halt to logistics operations and other associated activities briefly, later resuming. Also, the domestic production volumes of medium and heavy commercial vehicles remained sluggish, with year-on-year volumes remaining flat in FY24 and a 4 percent decline in FY2025. But, with the mandatory vehicle scrappage policy kicked in from April 2023, requiring businesses to only ply a truck for 15 years, the replacement demand saw a significant surge in the Indian CV space.

Commercial vehicle manufacturers are focused on meeting the surging demand among customers for their products in the coming years. Shenu Agarwal, managing director and CEO of Ashok Leyland, mentioned in a report that, considering the average timeline of utilisation of a truck fleet in India, the company is focused on meeting the replacement demand that comes with this change, reported TrucksDekho.com.

Agarwal also pointed out that the replacement demand will be mostly for medium and heavy commercial vehicles, with fleet age reported to be already clocking more than 10 years. As per recent industry reports, considering the timeline between 2010 and 2025, nearly 37 lakh trucks have been sold, ranging from BS0 to BS6 emission standard-oriented vehicles. Interestingly, in just the span of the last four years, 10 lakh new trucks have hit the road. Meanwhile, 8.5 lakh units of BS4 trucks continue to operate to date.

This indicates that nearly 50 percent of the truck fleet plying on Indian roads are nearing the end-of-life cycle, increasing the requirement for induction of new commercial-grade trucks in the fleet of logistics businesses in India. Additionally, automakers suggest that with the current establishment of new road infrastructure, this demand for new trucks will increase.

To meet the expected demand for new commercial vehicles, truck manufacturers in India are leaning towards the development and production of high-tonnage and powerful medium and heavy commercial vehicles. Moreover, automakers such as Ashok Leyland suggest that the migration to high-tonnage truck production stands at 10 percent high. However, this segment has not peaked to its previous record – 2,95,000 units in FY2019, with current stats in FY2025 showing 2,48,000 units.

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"You define your own life. Don't let other people write your script."— Oprah Winfrey

Truck Rental Demand In India Plunges

The logistics cargo carriage sectors associated with e-commerce businesses have witnessed a decline in demand for their services, leading to a downturn in truck rentals. According to reports, truck rental services experienced a 5-7 per cent drop in demand during the second half of May 2025 across primary transport routes in India. As per the Indian Foundation of Transport Research and Training (IFTRT), the decline in demand comes right after the peaking of rental demand in March and April of 2025, reported TrucksDekho.com.

The root cause of the decline in rental demand comes due to the oversupply of heavy-haulage oriented commercial vehicles and plunging demand amongst e-commerce businesses for intermediate container-based cargo carriage solutions. Additionally, the dispatch of products from micro, small and medium enterprises (MSMEs) in key industrial routes has witnessed a decline of 10-12 percent in the month of May 2025.

The return of approximately 5-6 lakh heavy-duty trucks rated at 28,000 gross vehicle weight with three-axle configuration, to the regular long-haul routes, back from the wheat and pulse crops transport duties has resulted in an influx of rental vehicles. This return to regular cargo transport operations between March 15 and May 15 has also caused the influx.

According to the reports in 2025, the Northeast regions are claimed to be the most badly hit locations due to heavy rainfall disrupting the commercial transport operations in the region. But, the continuation of agricultural produce-oriented transportation reduced the impact to a certain extent, not letting the businesses plunge further. Moreover, the transport operations between the farm and the markets have been reported to increase 10-15 percent in truck rental demand. The reason is purely due to the production of summer crops in this period.

However, the sales of consumer products remain weak this summer, although predictions provided earlier suggested an increase in demand to be expected due to the record heatwave. This has piled up the number of unsold inventories among distributors in the urban business locations. As for the rural areas, expenditures lean towards the construction of houses rather than manufactured products, as a result of decent yields increasing income.

Moreover, the strain on financial entities has surged significantly, due to fleet businesses and individual truck owners struggling with repayment of loans. Numerous fleet owners seeking fleet expansion, to secure depreciation benefits and tax input credits under GST, purchased new trucks. However, the utilisation curve remains at an all-time low, due to low demand for truck rentals and fewer cargo transport contracts from large entities, with weak demand.

Furthermore, commercial vehicle dealerships saw a decrease in sales across different regions. This is reported due to the mandatory air-conditioned cabin rule kicking in from June 8th 2025, resulting in buyers being cautious regarding their purchase for the best outcomes. The high sales expected before the new rule in play, which increases the purchase cost of trucks by almost Rs 35,000 - Rs 40,000, did not yield good sales figures as anticipated.

As per the IFTRT report, studying the broader economic ecosystem can deliver a decent business driver for demand; however, with the current set of information, it suggests that cautious customers' spending in inter- and intra-city locations has affected trade growth, even with 6.5 percent GDP growth rates.

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NHAI Organises Plantation Drive along Delhi–Dehradun Corridor

In order to promote environment sustainability with infrastructure advancement, a tree plantation drive was organised, along the Delhi–Dehradun Economic Corridor at Katha Toll Plaza in Baghpat District, Uttar Pradesh. Commemorating 'Ek Ped Maa Ke Naam 2.0' campaign, the initiative aims to plant around 40,000 trees along the Delhi–Dehradun Corridor. V. Umashankar, Secretary, Ministry of Road Transport and Highways planted the first sapling of the plantation drive.

NHAI Chairman Santosh Kumar Yadav, along with senior NHAI officials including Vishal Chauhan, Member (Administration); Alok Deepankar, Member (Technical); Mohammad Safi, Regional Officer (Delhi); Vishal Gupta, Regional Officer (Uttarakhand); and Narendra Singh, Project Director (PIU Baghpat) participated in the drive and planted trees.

The drive also saw active participation from senior officials of the local administration which included Asmita Lal, District Magistrate, Baghpat; Suraj Kumar Rai, Superintendent of Police; Avinash Tripathi, Sub-Divisional Magistrate; and other district officials. Students from various schools also planted trees on the occasion to spread the message of environment sustainability.

The Delhi–Dehradun Corridor will enhance connectivity between Delhi and Uttarakhand. Plantation of around 40,000 trees along the corridor will provide many ecological benefits to the region like improved air quality, reduced soil erosion, and enhanced biodiversity. This dual focus on both environment sustainability and infrastructure development will position Delhi–Dehradun Corridor as a pioneering example of green infrastructure, establishing a new benchmark for green development across the country.

Commemorating 'Ek ped Maa Ke Naam 2.0' initiative, NHAI has planted over 5,12,000 trees along the National Highways across the country. The vision is to saturate plantations along the National Highways collectively by involving various stakeholders to create a green and sustainable National Highway network.

NHAI debars Concessionaire for Collapse of Slope Protection Work on NH-66 in Kerala

An incident of collapse of slope protection works at Cherkkala in Kasaragod district was reported on Chengala - Neeleshwaram Section of NH-66 in Kerala on 16th June 2025. The incident was caused due to improper design, inadequate slope protection works and poor drainage system.

Concessionaire and its Promoter, M/s Megha Engineering and Infrastructure Ltd., has been debarred from participating in future bids due to their failure to execute adequate slope protection works and make proper drainage system to mitigate such risks. A Show Cause Notice has also been issued to the Concessionaire for debarment of one year including levy of monetary penalty of up to Rs.09 crore.

The project is on Hybrid Annuity Mode (HAM), where the concessionaire has to maintain this section for 15 years and will reconstruct the slope protection works on their own cost.

An expert committee with senior scientist of Central Road Research Institute (CRRI), Retd. Prof. of IIT-Palakkad and Geological Survey of India (GSI) has been constituted to visit the site and review the design and construction of NH-66 in the State of Kerala. The committee will also suggest detailed remedial measures for the project. NHAI is taking all essential steps to ensure necessary measures are taken to address this incident.

NHAI Takes Proactive Steps for Effective National Highways Management During Monsoon

In order to address the issue of water logging on National Highways during the monsoon season, National Highways Authority of India (NHAI) is taking proactive measures for flood preparedness across the country.

Taking a multi-pronged approach to provide effective solution during monsoon season, NHAI has launched a 15-day drive wherein NHAI officials, contractors and consultants are inspecting various stretches to identify critical areas which are prone to damage or are likely to be affected with waterlogging or landslides to ensure free flow of water passage through structures like bridges and culverts on National Highways.

In addition, Rainwater Harvesting structures are being cleaned and desilted. Also, drains and outlets are being fixed to ensure smooth water flow. Efforts are being made to repair potholes on diversions/slip roads and main carriageways, desilt culverts cross drains and clean RE wall weep holes and drainage in the areas with history of flooding and water logging. Emergency equipment and material like excavators, sandbags, signage are being mobilized at various waterlogging prone sites to enable connectivity and provide safe & smooth movement of traffic during the monsoon rains.

Apart from this, NHAI is working in close coordination with the executing agencies, local authorities and administration to act on early warning of flood / land slide and quickly mobilise machinery and manpower to the vulnerable locations. Also, to provide faster relief in case of flooding/water logging on the National Highways, 24x7 Emergency Response Teams with necessary equipments and machinery will be deployed at various sites. Quick Response teams have been formed at various NHAI field offices for micro-monitoring of vulnerable sites.

Using tech-driven monitoring & alerts, NHAI will provide real-time weather and traffic updates to National Highway commuters by leveraging AI-based Intelligent Traffic Management Systems and via mobile alerts on NHAI Rajmargyatra app and IMD Meghdoot App. Drones are being used to spot issues, maintain proper road slopes and identify and fix pavement cracks.

With the onset of monsoon in India, NHAI has initiated multiple proactive steps to ensure flood preparedness and enable emergency response. These measures will go a long way to provide seamless travel experience to National Highway users during the monsoon season.

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मुख्य लाभ

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

अभी अपनी पॉलिसी खरीदने के लिए इस क्यूआर कोड को स्कैन करें।

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NHAI releases first-ever Asset Monetisation Strategy Document to drive growth in Road Sector

To unlock value of operational National Highway assets and increase Public Private Partnership in India's infrastructure development, National Highways Authority of India (NHAI) released its first ever 'Asset Monetization Strategy for the Road Sector'. The strategy presents a structured framework that provide a robust blueprint to mobilise capital through Toll-Operate-Transfer (ToT), Infrastructure Investment Trusts (InvITs), and securitisation models. These instruments have helped NHAI raise over ₹1.4 lakh crore across more than 6,100 km of National Highways under National Monetisation Pipeline.

The strategy is anchored on three core pillars that include Value Maximisation of Government Road Assets, Transparency of Processes and Dissemination of investor-relevant information, and market development through deepening the investor base as well as promoting stakeholder engagement.

Commenting on the release of the strategy document, NHAI Chairman Shri Santosh Kumar Yadav said "The unique approach that NHAI has adopted towards asset monetisation not only ensures financial sustainability but also opens opportunities for the private sector, leverage advanced technologies, enhance quality and longevity of our road assets. The successful implementation of this strategy will provide NHAI with a steady stream of financing, reducing our reliance on traditional funding sources".

Sharing his thoughts on the occasion, Shri N.R.V.V.M.K. Rajendra Kumar, Member Finance, NHAI said,

"This document outlines a strategic framework to maximise the benefits of asset monetisation. It emphasises the need for a structured approach to identify and value assets, ensuring transparency and fostering investor confidence."

NHAI Asset Monetisation strategy aligns with the Government of India's objective under Assets Monetisation Plan - 2025-30 and represents a pivotal shift towards sustainable, market-driven infrastructure financing. The strategy document is available on the NHAI website https://nhai.gov.in/nhai/sites/default/files/mix_file/Asset-Monetization_Strategy_Document.pdf

As one of the early movers towards alternative financing mechanisms, NHAI has been successfully leveraging various monetisation instruments. The success of asset monetisation by NHAI is critical in unlocking the value of road network and has contributed towards the development of the National Highway framework in the country.

x

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India To Witness Deployment Of 1000 Hydrogen Trucks And Buses By 2030

Implementing a multi-fuel strategic approach in its mission to decarbonise the cargo and passenger transportation sectors, India anticipates increased adoption and operation of hydrogen-powered trucks and buses. Over 1,000 hydrogen-powered commercial vehicles are expected to ply on Indian roads by the end of this decade, according to a report.

Abhay Bakre, the director for the Indian Government's "Green Hydrogen Mission," asserts that 50 such hydrogen-propelled commercial-grade trucks will be on the roads this year, with the commercial vehicle market demand for such vehicles progressively scaling up. By the year 2030, as per Bakre, over 1000 hydrogen trucks will be operating in India, reported TrucksDekho.com.

Commercial vehicles under the medium and heavy haulage segments are the contributors to carbon emissions, operating in mid-mile and long-haul cargo transportation routes in India. However, withdrawal of their usage is not possible as they play a crucial role in logistics operations. While battery electric vehicles are an ideal choice for last-mile operations, they are not yet an ideal solution for long-distance transportation due to limitations in range.

Moreover, the long-haul segments require high-payload capacity oriented trucks to carry out the transportation of voluminous goods, and typically, weight and space are sacrificed on electric trucks for large battery pack fitments. Therefore, the Government believes that hydrogen-propelled commercial vehicles are an efficient choice for long-haul trucking.

Hydrogen trucks are also a green and clean solution for decarbonising the segment for the long run, which generally uses heavy-duty diesel trucks for carrying out operations across different applications. The high energy density for maximising range and lighter fuel storage requirements compared to batteries makes the hydrogen trucks the perfect solution.

Hydrogen trucks are also a green and clean solution for decarbonising the segment for the long run, which generally uses heavy-duty diesel trucks for carrying out operations across different applications

Additionally, when generated using renewable sources, Hydrogen becomes a zero-emission product, ideal for long-distance goods transport operations that are currently witnessing high emissions from trucks nearing the end of their life cycle.

Back in 2023, the Indian Government launched the National Green Hydrogen Mission to enhance the development, manufacturing, adoption and export of hydrogen as a sustainable source of energy. The initiative focuses on clean and green hydrogen production, with a capacity rated at approximately 5 MMTPA by 2030. Almost 60-100 GW of electrolyser incorporation, with Rs 19,744 crore budget, was sanctioned until 2029 or 2030.

Under the initiative, the Government is working towards the development of hydrogen propulsion technologies for integration in commercial vehicles such as trucks. Both the fuel-cell technology-based propulsion system and the internal combustion engine-based hydrogen propulsion technologies are at an advanced developmental stage. Moreover, ICE hydrogen engine is considered an easier technology that can see high numbers in adoption.

Manufacturers and the Government are anticipating a higher and faster rate of adoption of hydrogen ICE commercial vehicles in India in comparison to hydrogen fuel-cell propulsion system integrated trucks and buses. This is believed to be possible due to the ability to easily integrate the technology into the current vehicle production and service ecosystem established in India. Nevertheless, hydrogen fuel-cell trucks are under test and production, with many manufacturers already delivering them under a pilot project.

Some of the automakers, such as Tata Motors, Ashok Leyland and Olectra Greentech, are developing hydrogen fuel cell commercial vehicles. In 2024, Ashok Leyland and Reliance Industries deployed the first hydrogen-ICE commercial-grade trucks. Overall, hydrogen-ICE trucks have a greater potential for the ecosystem, facilitating a higher rate of adoption.

Indian Government Works On New Regulations For The Revival Of Dog Nose Trucks To Enhance Road Safety

At the sidelines of Urban Adda 2025, a three-day urban mobility conference in Delhi organised by the Raahgiri Foundation in partnership with the International Council on Clean Transportation (ICCT) and GuruJal, and supported by Nagarro, V. Umashankar, Union Road Transport and Highway Secretary, stated that the central government is working on the revival of dog nose designs for trucks and heavy commercial vehicles. Read more.

As part of a larger initiative to increase road safety and alter truck design regulations, the Indian government is working to revive the once-popular 'dog-nose' trucks. Until the late 1990s, it was common for trucks to have the engine and hood protrude in front of the driver's cabin, a design known as the dog nose.

When rules began restricting the length of freight trucks, which in turn started to incentivise the maximisation of cargo capacity, that design gave way to flat-faced cabins. And, the dog nose trucks' long front cabin was replaced by a flat-nose cabin. However, the government is now considering allowing them to return, and they have good reason to do so.

By operating the dog nose trucks, the driver's visibility improves significantly. Blind spots are reduced by their wide cab design, which improves vision and distance perception. In a frontal collision, the front nose acts as a buffer zone, protecting the driver by absorbing shock. In a nation where heavy vehicle accidents on the highway occur too frequently, this is an important step towards road safety.

The effectiveness of logistics is another significant advantage. Dog-nose trucks are great for long-distance hauling, particularly when configured as puller trailers. They can maintain their performance on long-haul transportation thanks to their strong body structure and improved engine cooling, which may be in line with evolving commercial carrier driving regulations.

V. Umashankar, Union Road Transport and Highway Secretary, said, "This seemingly small structural change could be crucial to improving visibility and reaction time on highways. After all, driving is based on sensory perception, and your mind calculates based on what you see and takes action. So, if the driver is not sitting on top of the engine, he can have a little bit of extra time," reported TrucksDekho.com.

He further added, "This simple alteration gives drivers that extra bit of space and time, called a space cushion, to see ahead and respond better. The Union Ministry will soon begin consultations with truck manufacturers and other stakeholders to facilitate the transition. However, even if the regulation is enforced today, it would take at least two years for manufacturers to rework assembly lines and comply."

V. Umashankar stated, "Beyond truck design, the government is also exploring the introduction of 'puller trailers', which are multiple-trailer configurations already in use in several developed countries, to enhance freight efficiency and reduce logistics costs. We can have not just a single, but multiple trailer systems."

He added, "This will bring down the cost of freight movement and make the economy more efficient. The road safety issues are not inherently complicated but require cooperation between authorities and citizens at the local level. You need entire neighbourhoods to act as pressure groups. That's when real change happens."

Drawing from his experience as Municipal Commissioner in Gurugram and Faridabad, Umashankar noted, "Urban mobility remains a pressing issue in most Indian cities. In many dense urban areas, app-based cab services are filling the gaps left by inadequate bus systems. These services have not reduced congestion, but they have provided a certain level of mobility. The government will come up with aggregator guidelines by the end of the month, which will cover safety, service availability, and driver welfare."

He further cited, "The ring-fencing of highway toll revenue has helped India steadily expand its road network. By 2040, we should have completed building all our national highways. After that, the focus must shift to maintenance, encroachment prevention, and ensuring urban development does not compromise highway efficiency."

Dwell Time Performance (May 2025): PAN India

Pipavav		Hazira		Mundra		Nhava Sheva (JNPA)		Kandla	
Import	Export	Import	Export	Import	Export	Import	Export	Import	Export
58.2	114.8	33.4	116.0	37.7	105.2	28.1	74.4	31.6	89.9

Tuticorin		Kochi		New Mangalore		Kattupalli		Ennore		Chennai	
Import	Export	Import	Export	Import	Export	Import	Export	Import	Export	Import	Export
22.1	65.0	39.6	74.9	73.6,43.4*	85.2,62.3*	45.9	97.6	36.0	106.8	41.0	80.0

Kolkata		Visakhapatnam		Haldia	
Import	Export	Import	Export	Import	Export
43.5	108.0	54.2	68.4	68.7	120.0

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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राजमार्ग, परिवहन और कॉर्पोरेट मामलों के राज्य मंत्री हर्ष मल्होत्रा ने अवसंरचना के सामाजिक-आर्थिक प्रभाव पर बल दिया; कहा - एक सशक्त और मजबूत सड़क नेटवर्क क्षेत्र में समृद्धि लाता है

सड़क परिवहन और राजमार्ग तथा कॉर्पोरेट मामलों के राज्य मंत्री हर्ष मल्होत्रा ने अवसंरचना के सामाजिक-आर्थिक प्रभाव को रेखांकित करते हुए कहा कि एक अच्छी और सुदृढ़ सड़क नेटवर्क क्षेत्र में समृद्धि लाती है।

मंत्री महोदय ने कहा कि अवसंरचनात्मक विकास वर्ष 2047 तक ''विकसित भारत'' के प्रधानमंत्री नरेंद्र मोदी के विजन को साकार करने की दिशा में एक प्रमुख प्रेरक शक्ति है।

मल्होत्रा आज मिजोरम विश्वविद्यालय परिसर, आइजोल, मिजोरम में आयोजित भारतीय सड़क कांग्रेस (आईआरसी) की 233वीं मध्यावधि परिषद बैठक को संबोधित कर रहे थे।

बैठक में मिजोरम के मुख्यमंत्री लालदुहोमा, राज्य सरकार के कैबिनेट मंत्री वानलालहलाना एवं मिजोरम से सांसद रिचर्ड वानलालह्मांगैहा की उपस्थिति रही।

राज्य मंत्री हर्ष मल्होत्रा ने बताया कि पिछले 11 वर्षों में राष्ट्रीय राजमार्गों की लंबाई में 60 प्रतिशत से अधिक की वृद्धि हुई है वर्ष 2014 में लगभग 91,000 किलोमीटर से बढ़कर यह अब लगभग 1.47 लाख किलोमीटर हो गई है।

मंत्री महोदय ने निर्माण की गुणवत्ता से समझौता किए बिना लागत को कम करने और विश्व की सर्वश्रेष्ठ सिद्ध तकनीकों को अपनाने की आवश्यकता पर विशेष बल दिया।

मल्होत्रा ने कहा कि वर्तमान समय की आवश्यकता है कि हम सतत विकास आधारित पद्धतियों को अपनाएं तथा पर्यावरण-अनुकूल

विधियों एवं अत्याधुनिक निर्माण तकनीकों का उपयोग करें।

मंत्री महोदय ने भारतीय सड़क कांग्रेस की प्रशंसा करते हुए कहा कि यह संस्था कई वर्षों में एक बहुआयामी संगठन के रूप में विकसित हुई है, जो देश में बेहतर सड़कों के निर्माण हेतु कार्यरत है। इसमें केंद्र व राज्य सरकारों, सैन्य इंजीनियरी सेवा, सीमा सड़क संगठन (बीआरओ) सहित विभिन्न संस्थाओं के प्रतिनिधि सदस्य हैं।

राज्य मंत्री ने यह भी कहा कि राष्ट्रीय राजमार्गों पर होने वाले निर्माण कार्य भारतीय सड़क कांग्रेस द्वारा निर्धारित मानकों, दिशा-निर्देशों और विशेष प्रकाशनों सहित सरकार द्वारा अधिसूचित गुणवत्ता और सुरक्षा मानकों के अनुरूप किए जाते हैं।

मंत्री महोदय यह भी कहा कि प्रधानमंत्री नरेन्द्र मोदी पूर्वोत्तर क्षेत्र के विकास के लिए पूर्णत: प्रतिबद्ध हैं। विगत 11 वर्षों में पूर्वोत्तर भारत में 1.07 लाख करोड़ रुपये की लागत से लगभग 10,000 किलोमीटर राष्ट्रीय राजमार्गों का निर्माण किया गया है, जिससे सीमावर्ती और दूरवर्ती क्षेत्रों को जोड़ने में अभूतपूर्व सुधार हुआ है।

अपने संबोधन में हर्ष मल्होत्रा ने कहा कि अवसंरचना केवल निर्माण सामग्री और स्टील का ढांचा नहीं है, यह आर्थिक विकास की आधारशिला है, समृद्धि की राह है और 'विकसित भारत 2047' के प्रधानमंत्री के उस विजन का प्रतीक है, जो एक सशक्त, समावेशी और वैश्विक स्तर पर प्रतिस्पर्धी राष्ट्र के निर्माण की परिकल्पना पर आधारित है।

x

आईएचएमसीएल ने फास्टैग इकोसिस्टम के विस्तार पर फिनटेक कंपनियों के साथ कार्यशाला आयोजित की

फास्टैग प्रणाली के अभिनव इस्तेमाल का पता लगाने के लिए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) द्वारा प्रवर्तित कंपनी इंडियन हाइवेज एंड मैनेजमेंट कंपनी लिमिटेड (आईएचएमसीएल) द्वारा नई दिल्ली में फिनटेक कंपनियों के साथ एक कार्यशाला आयोजित की गई। कार्यशाला का उद्देश्य नियामक अनुपालन, शिकायत निवारण, सुरक्षा और फास्टैग के गैर-टोल इस्तेमाल जैसे विभिन्न पहलुओं पर फिनटेक क्षेत्र के अग्रणी दिग्गजों से जानकारी इकट्ठा करना था ताकि इसके विकास के अगले चरण का समर्थन किया जा सके। इस अवसर पर केंद्रीय सड़क परिवहन और राजमार्ग मंत्री नितिन गडकरी, सड़क परिवहन और राजमार्ग राज्य मंत्री अजय टम्टा, सड़क परिवहन और राजमार्ग मंत्रालय के सचिव वी. उमाशंकर, वित्तीय सेवा विभाग के सचिव एम. नागराजू, आरबीआई के ईडी पी वासुदेवन, एनएचएआई के अध्यक्ष संतोष कुमार यादव, सड़क परिवहन और राजमार्ग मंत्रालय, एनएचएआई, आईएचएमसीएल के वरिष्ठ अधिकारी और फिनटेक कंपनियों के प्रतिनिधि उपस्थित थे।

इस अवसर पर अपने संबोधन में सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने कहा, ''फास्टैग इकोसिस्टम में न केवल टोलिंग के लिए, बल्कि पूरे देश में निर्बाध डिजिटल यात्रा अनुभवों के लिए एक आधार के रूप में अपार संभावनाएं हैं। फिनटेक और अन्य हितधारकों के साथ सहयोग के माध्यम से, हमारा लक्ष्य फास्टैग की उपयोगिता को एक मजबूत मंच के रूप में विस्तारित करना है जो उपयोगकर्ता की सुविधा को बढ़ाएगा, परिवहन और आवाजाही सेवाओं को सुव्यवस्थित करेगा और इस क्षेत्र में अधिक दक्षता लाएगा। इस कार्यशाला में आयोजित प्रस्तुतियां और चर्चाएं डिजिटल रूप से सशक्त राष्ट्रीय राजमार्ग नेटवर्क का मार्ग प्रशस्त करेंगी जिससे देश के प्रत्येक यात्री को लाभ होगा।''

अपने संबोधन में सड़क परिवहन एवं राजमार्ग मंत्रालय के सचिव वी. उमाशंकर ने कहा, ''फिनटेक भारत के लिए एक उज्ज्वल स्थान रहा है और इसने हमें कई पथ-प्रदर्शक नवाचार दिए हैं, जबकि फास्टैग ने देश में इलेक्ट्रॉनिक टोल संग्रह को बदल दिया है। इस कार्यशाला का सार इस पर विचार करना है कि टोल संग्रह तंत्र को देखना और सहयोगात्मक तरीके से इसे कैशलेस, सुविधाजनक, तत्क्षण, धोखाधड़ी-मुक्त और त्रुटि-मुक्त टोलिंग कैसे बनाया जाए। हम फिनटेक को नवाचार के प्रदाता के रूप में देखते हैं और सरकार एक अंतिम उत्पाद बनाने में सुविधाकर्ता होगी जो सड़क उपयोगकर्ता को बेहतर अनुभव प्रदान करेगी।''

इस अवसर पर एनएचएआई के चेयरमैन संतोष कुमार यादव ने कहा, ''आज की कार्यशाला भविष्य के नवाचारों के लिए मार्ग प्रशस्त करेगी, जो हमें टोल संग्रह से परे फास्टैग प्रणाली के दायरे और उपयोगिता को बढ़ाने में मदद करेगी। यह भविष्य के समाधान बनाने का एक शानदार अवसर है जो राष्ट्रीय राजमार्ग उपयोगकर्ताओं की विभिन्न आवश्यकताओं को पूरा करेगा।''

कार्यशाला का संदर्भ प्रस्तुत करते हुए एनएचएआई के सदस्य (प्रशासन) विशाल चौहान ने कहा, ''फिनटेक प्रौद्योगिकी और नवाचार का नेतृत्व करता है और हमें टोल संग्रह प्रणाली और अन्य क्षेत्रों को बेहतर बनाने के लिए इस इकोसिस्टम का लाभ उठाना चाहिए। आज की कार्यशाला राष्ट्रीय राजमार्गों पर नई संभावनाओं की खोज और उपयोगकर्ताओं के अनुभव को बढ़ाने की दिशा में एक कदम साबित होगी।''

कार्यशाला में उद्योग और फिनटेक विशेषज्ञों के साथ फास्टैग के विकास पर विचार-विमर्श करने के लिए विभिन्न सत्र आयोजित किए गए। सत्रों में विभिन्न केंद्रित समूह शामिल थे जिन्होंने फास्टैग को अपनाने के लिए नए उपयोग के मामलों जैसे कि फास्टैग लेनदेन का प्रबंधन, इलेक्ट्रिक वाहनों की चार्जिंग, पार्किंग, बीमा, एक समुचित भुगतान उपकरण के रूप में फास्टैग और अन्य फास्टैग नवाचारों के लिए अभिनव विचार प्रस्तुत किए।

कार्यशाला का उद्देश्य फिनटेक कंपनियों के बीच मल्टी-लेन फ्री फ्लो (एमएलएफएफ) टोलिंग के बारे में जागरूकता पैदा करना था ताकि टोलिंग इंफ्रास्ट्रक्चर के इस प्रौद्योगिकी-संचालित परिवर्तन में उनकी सक्रिय भागीदारी को प्रोत्साहित किया जा सके। एमएलएफएफ टोलिंग एक बाधा रहित टोलिंग है जो उच्च प्रदर्शन आरएफआईडी रीडर और एएनपीआर कैमरों द्वारा फास्टैग और वाहन पंजीकरण संख्या (वीआरएन) को पढ़कर लेनदेन को सक्षम बनाती है।

राष्ट्रीय इलेक्ट्रॉनिक टोल संग्रह (एनईटीसी) फास्टैग कार्यक्रम 98.5 प्रतिशत टोल भुगतान के साथ, 1,728 टोल प्लाजा (1,113 राष्ट्रीय राजमार्ग, 615 राज्य राजमार्ग) पर संचालित होता है। 38 से अधिक बैंकों ने डिजिटल भुगतान का समर्थन करते हुए 11.04 करोड़ से अधिक फास्टैग जारी किए। कार्यशाला में उन प्रमुख पहलुओं के बारे में बताया गया जो फास्टैग के विकास के अगले चरण को आकार देने, उपयोगकर्ता की सुविधा बढ़ाने और अत्याधुनिक तकनीक को एकीकृत करके सुशासन को बढ़ावा देने में मदद करेंगे।

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

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

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

गर्मी से कैसे बचें:

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

नियमित रूप से पानी पिएँ

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

खाना और आहार:

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

अतिरिक्त सुझाव:

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

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

यात्रा में सुरक्षित रहें!

ALL INDIA TRANSPORTERS WELFARE ASSOCIATION -[AITWA]
M-5, Ashoka Centre, 4E/15, Jhandewalan Extn. New Delhi -110055
24X7 Help line number - 98102 67815 || Highway Heroes Ph no.- 99 88 44 1033

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Roads And Highways • 2 Min Read

Govt launches 'Cashless Treatment Scheme-2025' for road accident victims during golden hour

The ambitious initiative, rolled out under Section 162 of the Motor Vehicles Act, 1988, promises free, cashless treatment up to ₹1.5 lakh for road accident victims during the critical 'Golden Hour'.

ANI

Updated On Jun 18, 2025 at 04:20 PM IST

In a landmark move towards strengthening road safety and emergency healthcare, the Ministry of Road Transport and Highways (MoRTH), with the active support of the National Health Mission, has officially launched the 'Cashless Treatment Scheme-2025.' This ambitious initiative, rolled out under Section 162 of the Motor Vehicles Act, 1988, promises free, cashless treatment up to ₹1.5 lakh for road accident victims during the critical 'Golden Hour'.

The scheme, which was launched on May 5, 2025, promises to cover free treatment costs up to ₹1.5 lakh for up to 7 days in designated hospitals. Any road accident victim brought to a hospital within 24 hours of the incident qualifies for the benefits. Even if a victim is taken to a non-designated hospital, initial stabilisation expenses will still be covered under the scheme, ensuring no delay in emergency care.

Anyone--including family members, Good Samaritans, police, ambulance staff, co-passengers, or even the driver--can bring the injured to a hospital. The focus is on saving lives, not bureaucracy.

The government has put in place a robust implementation structure, with a 10-member Steering Committee at the national level chaired by the MoRTH Secretary, State Road Safety Councils chaired by respective State Transport Ministers, and District Road Safety Committees at the district level, led by the District Magistrates, will ensure on-ground execution.

The scheme will be managed through the TMS online portal, which will handle treatment coordination, real-time data reporting, claim verification, payment processing, and grievance redressal.

Payments to hospitals must be made within 10 days of approval. Claims are verified by State Health Agencies and funded via the Motor Vehicle Accident Fund, with contributions from the Central Government and General Insurance Companies.

In addition to the cashless treatment scheme, the government has also reinforced the Hit and Run Motor Accident Compensation Scheme, 2022. Under this scheme, victims or their families will be eligible for compensation of up to ₹2 lakh in case of death and ₹50,000 in case of grievous injury.

Each district has a Hit-and-Run Committee, chaired by the District Magistrate, to ensure timely claim settlement.

To claim compensation, victims or their families will need to report the accident to the police, submit treatment records, ID proof, and bank details, and file an application with the Claim Inquiry Officer. Claims will be processed within a month, and payouts will be made within 15 days of verification.

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA

UNSTARRED QUESTION NO. 3636

ANSWERED ON - 02/04/2025

TRANSITION TO GREEN FREIGHT

3636. SHRI MOHAMMED NADIMUL HAQUE :

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

(a) whether Government acknowledges the high adaptation costs faced by small fleet operators in transitioning to electric and Zero-Emission Medium and Heavy-Duty Vehicles (ZE-MHDVs), and the steps taken to support them in this transition; and

(b) whether the Ministry has conducted an impact assessment on the environmental and health risks posed by informal truck scrapping and battery recycling and the measures being taken to regulate these sectors ?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Yes, Sir. Government has notified 'PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme' to provide impetus to the green mobility & development of EV manufacturing eco-system in the country. The scheme has an outlay of ₹10,900 crore over a period of two years from 01.04.2024 to 31.03.2026.

An allocation of ₹500 crore has been made under this scheme, for "e-trucks and other new emerging EV categories" to reduce their upfront cost by providing demand incentives for purchase of e-Trucks. To avail subsidy for e-truck, submission of a scrapping certificate from Registered Vehicle Scrapping Facility (RVSF) has been made mandatory.

Further the Government has taken the following steps to support transition to EVs :

(i) Issued guidelines and standards for EV Charging Infrastructure titled, "Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure-2024" on 17th September, 2024. These revised guidelines outline standards and protocols to create a connected & interoperable EV charging infrastructure network in the country. These guidelines also facilitate electricity connections for EV charging stations.

(ii) Reduced GST on EVs from 12% to 5%.

(iii) Granted exemption to the Battery Operated Transport Vehicles from the requirements of permit, from the payment of

fees for the purpose of issue or renewal of registration certificate and assignment of new registration mark and All India Tourist Permit from payment of any permit fee. Issued an advisory dated 12th August, 2020 to all States and UTs regarding sale and registration of Electric Vehicles without batteries. Mandated the registration mark for Battery Operated Vehicles to be in Yellow colour on Green background for the transport vehicles and, for all other cases, in White colour on Green background.

(iv) Amended the Model Building Bye-Laws, mandating the inclusion of charging stations in private and commercial buildings.

(b) Yes sir. Government in Ministry of Environment, Forests & Climate Control (MoEF&CC) has published the Battery Waste Management Rules, 2022 vide S.O. 3984(E) dated 24.08.2022 for environmentally sound management of waste batteries, including Extended Producer Responsibility (EPR). The rules cover all types of batteries viz. Electric Vehicle batteries, portable batteries, automotive batteries and industrial batteries.

These rules are based on the concept of Extended Producer Responsibility (EPR) where the producers, including importers, of batteries have been obligated for collection and recycling or refurbishment of waste batteries. EPR mandates that all waste batteries are to be collected and recycled or refurbished, and it prohibits disposal in landfills and incineration. The rules mandate producers to use minimum percentage of domestically recycled materials in manufacturing of new batteries. EPR certificates are generated by the registered recyclers which are used to exchange with the producers for fullfilling the obligations of producers.

The entities involved in collection, segregation and treatment of waste batteries are mandated to ensure that the facility and any activity carried out is in accordance with the guidelines prescribed by Central Pollution Control Board.

MoEF&CC has also notified the Environment Protection (End-of-Life Vehicles) Rules, 2025 vide S.O. 98(E) dated 06.01.2025 for environmentally sound management of end-of-life vehicles. Under the said rules, producers have been mandated to fulfil the obligation of EPR for the vehicles that the producer has introduced or introduces in the domestic market, including vehicles put to self-use, to ensure the specified end-of-life vehicle scrapping targets.

Producers/ OEMs are required to fulfil the EPR either through purchase of EPR certificates generated by its own RVSF or by any entity having RVSF. RVSFs can exchange the EPR certificates with the producers upon processing of every end-of life vehicle, based on the quantity of steel generated from the end-of-life vehicles, on the centralized online portal.

Further, Government has formulated the Vehicle Scrapping Policy for creation of an ecosystem to phase out older unfit and polluting vehicles in an environment friendly way. The objectives of the policy include formalizing the informal vehicle scrapping industry. GSR 653 (E) dated 23.09.2021 provides the Motor Vehicles (Registration and Functions of Vehicle Scrapping Facility) Rules, 2021 for establishment of Registered Vehicles Scrapping Facility (RVSF). The notification has come into force with effect from 25th September, 2021. These rules have been further amended vide GSR 695(E) dated 13.09.2022 and GSR 212(E) dated 15.03.2024.

x

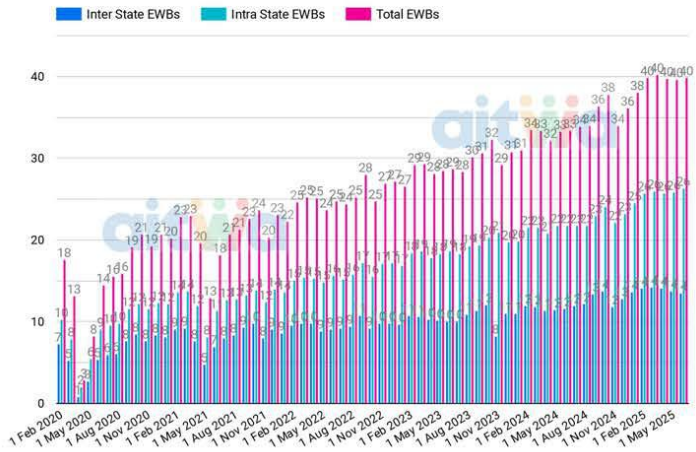
Developed & compiled by

Indian Roads and Transport Development Association

Eway Bill Dashboard

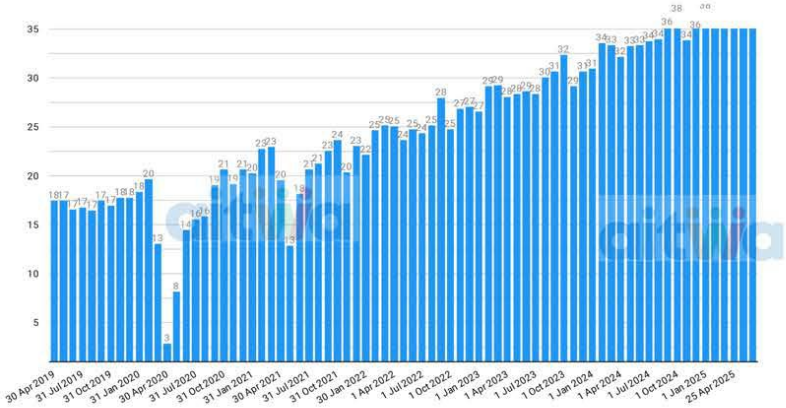
Last updated on 9th July 2025 | Data as on 30st June 2025

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

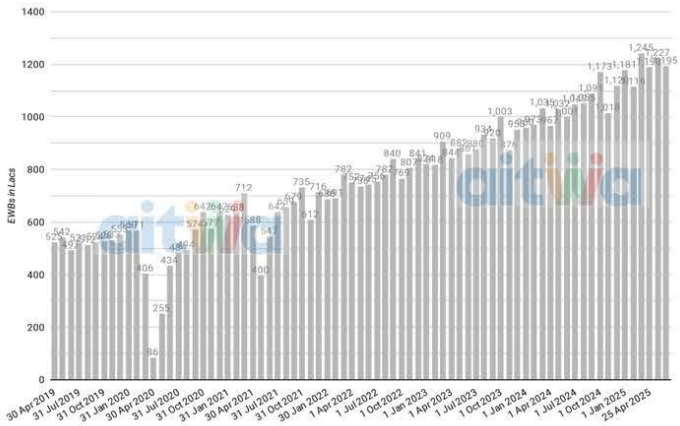


February Data is average of 2019-20 upto February 2020

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

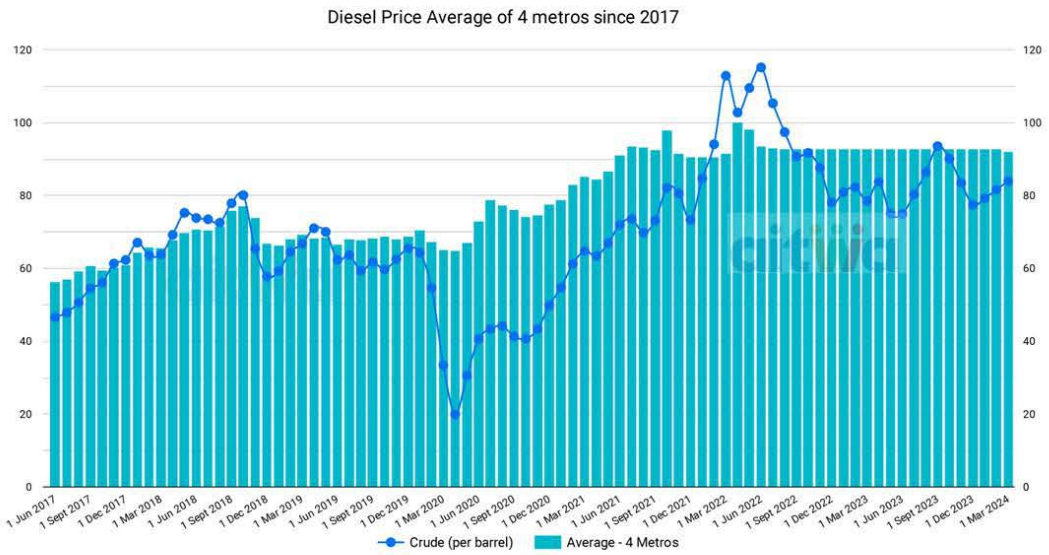


Total number of monthly EWBs generated (in lacs per month)



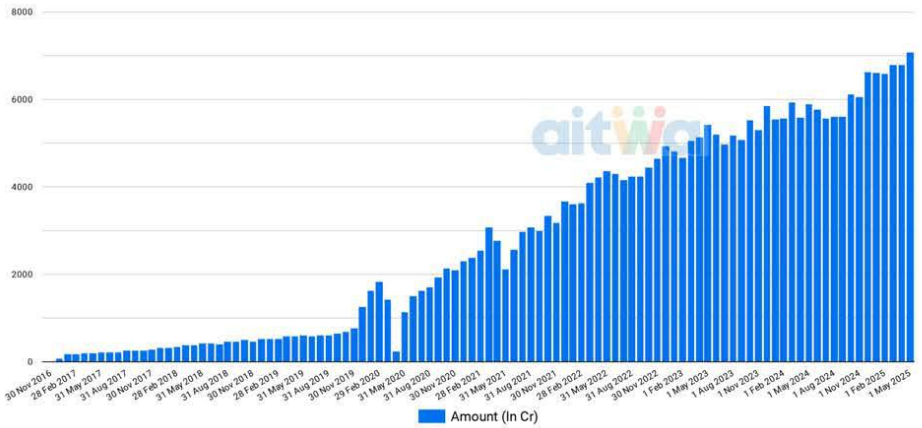
Diesel Dashboard

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



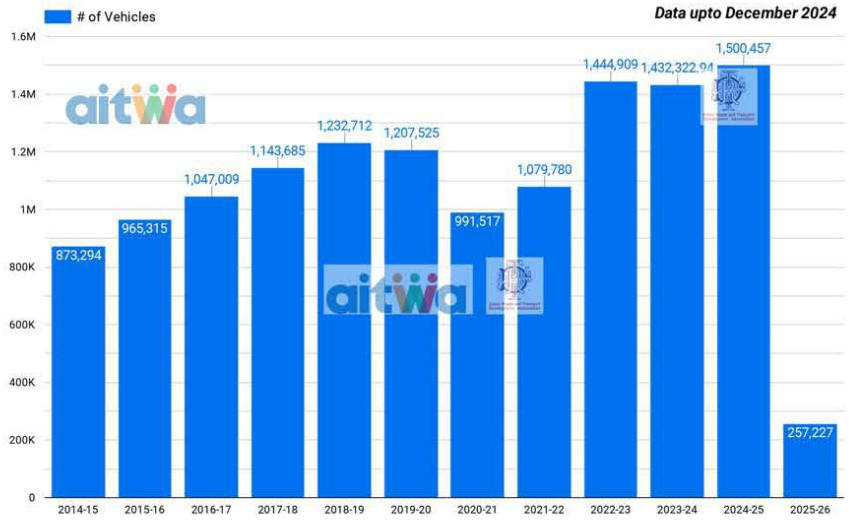
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto December 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

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

Freight (in MT.)

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

Source: A.A.I.

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

(*) TENTATIVE **(IN '000 TONNES)**

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-JUNE, 2025	95	110	-	259	-	-	29	3359	189	788	4640	
	TRF APRIL-JUNE, 2024	81	129	-	173	7	-	80	2272	151	902	3644	27.33
Haldia Dock Complex	TRF APRIL-JUNE, 2025	2400	1706	26	-	104	628	4907	766	45	2009	12546	
	TRF APRIL-JUNE, 2024	2099	1393	255	45	114	-	3591	579	31	2459	10535	19.09
TOTAL: SMP, KOLKATA	TRF APRIL-JUNE, 2025	2495	1816	26	259	104	628	4936	4125	234	2797	17186	
	TRF APRIL-JUNE, 2024	2180	1522	255	218	121	0	3671	2851	182	3361	14179	21.21
PARADIP	TRF APRIL-JUNE, 2025	10734	414	5257	87	1440	13397	4295	119	6	3502	39245	
	TRF APRIL-JUNE, 2024	8649	414	6754	-	1298	12824	4319	92	5	3189	37539	4.54
VISAKHAPATNAM	TRF APRIL-JUNE, 2025	7059	371	3470	296	503	2632	1375	2397	146	3484	21587	
	TRF APRIL-JUNE, 2024	5305	318	3036	311	382	3099	2435	3096	195	3941	21923	-1.53
KAMARAJAR(ENNORE)	TRF APRIL-JUNE, 2025	1371	47	-	-	-	5926	515	3050	158	879	11788	
	TRF APRIL-JUNE, 2024	1225	37	-	-	-	5457	733	3434	178	829	11715	0.62
CHENNAI	TRF APRIL-JUNE, 2025	3888	308	443	-	148	-	-	9515	493	758	15060	
	TRF APRIL-JUNE, 2024	3636	372	396	-	-	-	-	7888	409	645	12937	16.41
V.O.CHIDAMBARANAR	TRF APRIL-JUNE, 2025	148	300	-	58	202	2021	2447	4152	208	1401	10729	
	TRF APRIL-JUNE, 2024	70	310	-	79	222	2490	2183	3913	196	1099	10366	3.50
COCHIN	TRF APRIL-JUNE, 2025	6261	173	-	-	19	-	-	2661	197	294	9408	
	TRF APRIL-JUNE, 2024	6101	113	-	-	37	-	-	2870	212	200	9321	0.93
NEW MANGALORE	TRF APRIL-JUNE, 2025	5683	491	1316	121	15	2049	270	624	46	175	10744	
	TRF APRIL-JUNE, 2024	6460	764	233	180	-	2111	309	576	42	156	10789	-0.42
MORMUGAO	TRF APRIL-JUNE, 2025	141	89	828	96	-	664	2093	-	-	931	4842	
	TRF APRIL-JUNE, 2024	136	89	1106	63	-	427	1923	-	-	882	4626	4.67
MUMBAI	TRF APRIL-JUNE, 2025	10382	603	1703	130	37	2362	-	5	-	2244	17466	
	TRF APRIL-JUNE, 2024	10129	450	1293	148	-	2432	-	1	-	2608	17061	2.37
J.N.P.A.	TRF APRIL-JUNE, 2025	766	604	-	-	-	-	-	22206	1950	623	24199	
	TRF APRIL-JUNE, 2024	829	659	-	-	-	-	-	19965	1688	546	21999	10.00
DEENDAYAL	TRF APRIL-JUNE, 2025	16548	2920	655	495	110	5367	112	2493	144	9213	37913	
	TRF APRIL-JUNE, 2024	16122	3130	523	770	101	5323	260	1749	102	8016	35994	5.33
ALL PORTS	TRF APRIL-JUNE, 2025	65476	8136	13698	1542	2578	35046	16043	51347	3582	26301	220167	
	TRF APRIL-JUNE, 2024	60842	8178	13596	1769	2161	34163	15833	46435	3209	25472	208449	5.62
% Variation from previous year		7.62	-0.51	0.75	-12.83	19.30	2.58	1.33	10.58	11.62	3.25	5.62	

Source: I.P.A.

Setco Launches Load Cushion & Torque Rod Bush Suspension Solutions For Medium & Heavy Commercial Vehicles

As part of its introduction into the medium and heavy commercial vehicle (MHCV) suspension market, Setco Automotive, one of the leading Indian manufacturers of clutches for MHCVs, has launched its two suspension components – the load cushion and the torque rod bush.

A part of the suspension system in heavy commercial vehicles that is placed between the axle or leaf spring assembly and the chassis is called the load cushion. It is made to withstand shocks and vertical loads that come up during heavy-duty tasks. The Load Cushion helps to maintain vehicle balance and structural alignment and is frequently seen in medium and heavy commercial vehicles, trailers, and tippers that use bogie suspensions.

The rubber-to-metal bonding used in Setco's load cushion is designed to endure compressive stresses while maintaining constant performance. Its load cushions, which are built to last and perform reliably, increase vehicle stability, safeguard parts, and ensure more seamless operations on all roads and loads. The company provides this part for BharatBenz, Eicher, Tata and Volvo commercial vehicles.

Installed at both ends of the Torque Rod that joins the axle to the vehicle chassis frame is the Torque Rod Bush, which Setco Automotive also introduced. The Torque Rod Bush helps to reduce the transmission of impact forces to the driveline by absorbing road shocks and vibrations when braking or travelling over uneven terrain.

In addition, it permits regulated flexibility and supports axle articulation. Trucks, trailers, and buses are among the medium and heavy-duty commercial vehicles that use this component. Even under harsh driving conditions, Setco claims that its Torque Rod Bushes, which are made from high-quality materials, provide exceptional durability, a long service life, and reliable performance. Currently, the company offers it for Ashok Leyland, BharatBenz, Eicher, Mahindra, Tata, and AMW commercial vehicles.

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Harish Sheth, Chairman and MD, Setco, said, "Following our successful entry into the engine cooling segment with the Automotive Water Pump, we are excited to strengthen our MHCV portfolio with a suspension products range. These new products reflect our continued focus on innovation, quality, and addressing evolving customer needs. They deliver superior ride comfort and vehicle reliability, core attributes our customers have come to expect from Setco," reported TrucksDekho.com.

With the company's entry into the suspension system for MHCVs, Setco is expected to increase its market share in the commercial vehicle sector and offer a wider range of parts beyond its current cooling and clutch product lines. The indigenous manufacturing of such vital suspension parts reduces the over-dependence on imports from foreign countries.

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