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GST 2.0 : Beginning A New Course of Tax Regime

What Will Be Its Significance On Transportation Sector?



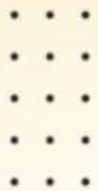
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All India Transporters Welfare Association

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Unlocking Opportunities with GST 2.0 for Transporters



Friends,

In this issue, we will explore the GST 2.0 framework in depth, unfolding its critical dimensions and the implications for every transport professional in India. The new regime promises significant benefits, ranging from reduced input costs on vital transport assets to the rethinking of business strategies under forward charge and reverse charge models, along with the indirect opportunities expected to emerge from a nationwide consumption boom. What stands before us is not simply a revision of tax rates but the unveiling of a comprehensive strategy that could transform the operational and financial landscape of the logistics industry.

When the Goods and Services Tax was introduced in July 2017, under the widely publicised slogan of “One Nation, One Tax,” it carried immense expectations. It was meant to simplify

India's complex web of indirect taxes into a unified framework. For the road transport sector, often described as the backbone of the economy, this promise was both welcome and daunting. Optimism stemmed from the hope that a simplified tax regime would reduce trade barriers, while apprehension grew out of uncertainty about compliance, rates, and long-term implications. Over the next eight years, GST 1.0 proved to be a mixed experience. While ambitious in its scope, the framework exposed transporters to significant hurdles. The multiple tax slabs—5%, 12%, 18%, and 28%, often combined with cesses—generated confusion and classification disputes. Essential transport inputs such as trucks, tyres, and spare parts were burdened with the highest 28% tax rate, inflating acquisition and maintenance costs for operators. Thin-margin businesses suddenly found themselves under



Ashok Gupta

pressure, as their capital and operational expenditures escalated. Adding to the challenge was the compliance framework. Goods Transport Agencies were expected to navigate both the Forward Charge Mechanism, where the transporter paid the tax, and the Reverse Charge Mechanism, where the recipient was liable. This dual approach created confusion, especially for smaller operators with limited accounting resources, raising compliance costs and diverting attention from core business operations.

Industry bodies continuously highlighted these challenges, urging policymakers to consider reforms. Responding to these concerns, the government announced GST 2.0, a comprehensive redesign of the framework that will take effect on September 22, 2025. This is not a cosmetic adjustment, but a fundamental restructuring built on the pillars of simplification, cost reduction, and growth stimulation. The reform narrows the tax structure to three slabs: 5%, 18%, and 40%. By eliminating unnecessary layers, it simplifies classification and compliance, making the system easier to navigate. The overarching aim is not only to ease business operations but also to stimulate consumption by reducing costs for end consumers, thereby creating a cycle of rising demand and expanded market opportunities that will benefit the entire logistics ecosystem.

For the road transport sector, the most



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immediate impact lies in the reduction of tax rates on critical assets and services. This marks a watershed moment for the industry, delivering direct financial relief and strengthening the economic resilience of fleet owners nationwide. The most striking change is the reduction of GST on trucks, tyres, and spare parts from 28% to 18%. This single move lowers capital expenditure on fleet expansion and reduces recurring costs for repairs and upkeep. Alongside, auto components have also shifted from 28% to 18%, further lightening the burden of vehicle maintenance. Another crucial relief comes in the form of third-party insurance, which moves from 12% to 5%, cutting down a compulsory operational expense that all fleet operators shoulder. Taken together, these changes are not marginal adjustments but transformational steps that will be felt directly in profit and loss statements across the sector.

The significance of these reforms goes beyond immediate relief. By reducing the financial barriers to entry and operation, GST 2.0 recalibrates the entire cost structure of the industry. The transport business is fundamentally shaped by two categories of expenditure: capital costs such as vehicle acquisition, and operational costs such as fuel, maintenance, and insurance. Under GST 1.0, the high tax burden inflated

both categories, raising the breakeven point for businesses and limiting profitability. Now, with lower GST on trucks, tyres, parts, and insurance, the breakeven point is significantly reduced. A lower breakeven point translates into the ability to sustain operations with smaller freight volumes or to offer services at more competitive rates. This makes operators less vulnerable to fluctuations in demand and more capable of withstanding economic downturns.

The long-term effects are equally significant. Reduced costs improve profitability, but they also free up capital for reinvestment in fleet modernisation, adoption of technology, and expansion of operations. These structural savings will enable operators to deploy resources strategically, strengthening their capacity to upgrade fleets to more fuel-efficient or environmentally sustainable models. In addition, financial resilience will empower smaller operators, who form the bulk of India's road transport sector, to grow more confidently in a highly competitive market. This is not just about survival but about building the strength required to thrive in an evolving industry landscape.

It is important to recognise that these reforms are the result of sustained advocacy. Industry bodies such as AITWA consistently engaged with the GST Council, pressing for the

rationalisation of rates on critical inputs. Their efforts have borne fruit in the form of the 10% reduction in GST on essential transport assets and services, which will now deliver tangible benefits for lakhs of operators and truckers. The result is not only immediate cost savings but a structural shift that lays the foundation for long-term competitiveness.

While GST 2.0 provides this foundation, its ultimate impact will depend on how transporters harness the gains. In a competitive market, cost savings can be absorbed by operators, passed on to customers, or used to expand market share. Strategic deployment of these savings will determine whether the sector merely stabilises or moves decisively toward modernisation and growth. For now, the reforms represent a crucial step toward aligning policy with the needs of an industry that drives India's economy. They demonstrate the power of consistent advocacy and collaborative policymaking, while also offering a clear message: the future of road transport lies in simplicity, efficiency, and resilience. With GST 2.0, transporters now stand at the threshold of a new era, where reduced costs, simplified compliance, and rising consumption can converge to unlock unprecedented growth.

Regards,
Ashok Gupta
Editor

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Brahma Kumaris



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GST 2.0 and the Road Ahead: Opportunities and Challenges for the Transportation Sector

The launch of the Goods and Services Tax in July 2017, introduced with the slogan “One Nation, One Tax,” was envisioned as a historic reform to unify India's indirect tax system. For the road transport sector, often described as the backbone of the economy, it inspired both optimism and hesitation. The reform promised efficiency and simplicity, but in practice, GST 1.0 created several hurdles that weighed heavily on transporters.

With rates split across 5%, 12%, 18%, and 28%, and further burdened by cesses, the system bred constant classification disputes and uncertainty. Essential inputs such as trucks, tyres, spare parts, and even compulsory insurance were taxed at higher rates, inflating acquisition and operating costs. Compliance added to the burden, as transporters had to

navigate both the Forward Charge Mechanism, where they paid GST directly, and the Reverse Charge Mechanism, where the recipient bore the liability. This dual system created confusion, raised compliance costs, and imposed a heavy administrative load, particularly on small operators and Goods Transport Agencies with limited resources.

In response to years of feedback and industry advocacy, the government has now announced GST 2.0, a comprehensive redesign of the tax framework, which will take effect on September 22, 2025. Unlike the incremental adjustments of the past, this version is a complete overhaul aimed at addressing the structural shortcomings of GST 1.0. The focus is on simplification, cost reduction, and supporting consumption-led growth. Under GST 2.0, the structure is streamlined into three slabs—5%,



Ashok Goyal
National President, AITWA

18%, and 40%—eliminating the complex layering of rates that previously caused disputes. For businesses, this simplification offers greater predictability, while for consumers, it promises affordability, creating a virtuous cycle of demand that directly benefits the logistics and transport sector.

One of the most significant gains for transporters comes from the targeted reduction of tax rates on critical assets and services. Trucks, tyres, and spare parts, earlier burdened with 28% GST, now fall under 18%. This directly reduces both the capital cost of acquiring vehicles and the recurring expense of maintaining them. Auto components follow the same reduction, further lowering maintenance budgets. Third-party insurance, a mandatory but previously expensive overhead, drops from 12% to 5%, providing much-needed relief. Collectively, these changes translate into lower vehicle acquisition costs, cheaper upkeep, and reduced running expenses, which directly enhance profitability and financial resilience.





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For Goods Transport Agencies, however, the impact is more nuanced. Those operating under the Forward Charge Mechanism will now face a GST rate of 18%, up from 12%. While this means a higher tax outflow, it also reduces the pool of input tax credits, affecting cash flow and pricing flexibility. On the other hand, GTAs operating under the Reverse Charge Mechanism will see no change—the rate remains 5% without ITC. This stability ensures that small operators and truck owners continue to benefit from simpler compliance and predictable costs. In effect, GST 2.0 balances the framework by offering relief and stability for small players while requiring larger operators to recalibrate their financial and pricing strategies.

Beyond transport, GST 2.0 brings sweeping reforms to encourage broader economic activity. Essential items such as bread, paneer, khakhra, and UHT milk are now placed under 0% or 5% GST, easing household budgets. Medicines and life-saving drugs are either exempted or taxed at just 5%, improving access to healthcare. Health and life insurance premiums are now GST-free, making vital protection more affordable. Consumer durables such as televisions, air conditioners, and small cars, once taxed higher rate, now fall under 18%, boosting demand in these sectors. Cement and construction materials have also moved from 28% to 18%, expected to spur housing and infrastructure growth. These consumer- and construction-driven changes will indirectly benefit the logistics sector by increasing the volume of goods moved and boosting demand for freight and warehousing services.

For the road transport industry, GST

2.0 is both a relief and a call to adapt. Reduced input costs will improve margins, lower breakeven points, and enable fleet modernisation. Small operators will gain confidence under the steady RCM framework, while larger operators under FCM must

For the road transport industry, GST 2.0 is both a relief and a call to adapt. Reduced input costs will improve margins, lower breakeven points, and enable fleet modernisation. Small operators will gain confidence under the steady RCM framework, while larger operators under FCM must integrate higher GST into their pricing and adjust strategies accordingly. The broader economic reforms are expected to generate an indirect boost in freight demand as consumption rises and infrastructure projects expand

integrate higher GST into their pricing and adjust strategies accordingly. The broader economic reforms are expected to generate an indirect boost in freight demand as consumption rises and infrastructure projects

expand.

At the same time, preparation is key. Fleet owners under FCM must review GST outflows and evaluate how reduced ITC will affect their cash flow. Customers, seeing tax reductions elsewhere, may push for freight rate adjustments, so operators should carefully rationalise pricing. Accounting and billing systems need updates to reflect the new GST slabs, and registering under the Input Service Distributor framework can help streamline internal billing. Fleet expansion decisions must also be rationalised to prevent the oversupply issues that drove down freight rates during GST 1.0.

AITWA has already highlighted critical transition requirements, including clarity on ITC balances in ledgers, GST on future vehicle sales, and ITC reversals. It is also advocating for a one-time smooth switch from FCM to RCM for willing operators, ensuring flexibility during this shift. With such measures, GST 2.0 has the potential to reset the industry's cost base and create the conditions for sustainable growth.

As September 22, 2025, approaches, the road transport and logistics sector stands at a turning point. With simpler slabs, reduced costs, and consumption-led growth, the new regime provides an opportunity to modernise, compete more effectively, and thrive in a growing economy. Its success, however, will depend on how transporters adapt to the new framework, strategically deploy cost savings, and prepare for the evolving demands of a dynamic marketplace. If embraced with foresight, GST 2.0 can usher in a stronger, more resilient future for India's transport sector and the economy it supports.

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GST 2.0: At the Crossroads of RCM and FCM in Road Transport



Abhishek Gupta
General Secretary, AITWA

economy. By retaining the 0%, 5%, 12%, 18%, and 28% slabs while introducing a new 40% rate for luxury and sin goods, GST 2.0 brings greater clarity and transparency. For most industries, it promises smoother compliance and a stronger push toward consumption-driven growth. But for transporters, the real story lies in how the two models of taxation—the Reverse Charge Mechanism (RCM) and the Forward Charge Mechanism (FCM)—will shape their future.

Unlike the general rationalisation of slabs, the divide between RCM and FCM in GST 2.0 represents more than a technical adjustment. It creates two very different operational realities, forcing every Goods Transport Agency (GTA) to re-examine its strategy. What was once a compliance choice has now become a defining factor that will directly influence competitiveness, cash flows, and long-term survival.

For the majority of small truck owners and independent operators, GST 2.0 offers stability. The RCM framework remains unchanged, with services taxed at 5%, payable by the recipient. Transporters under RCM continue to operate without Input Tax Credit (ITC), but this is offset by the simplicity it provides. They are spared the burden of registration, GST collection, and remittance, which are

The introduction of the Goods and Services Tax (GST) in 2017 was hailed as a revolutionary step toward simplifying India's tax system. Designed to replace a tangle of indirect taxes such as VAT, service tax, and excise duty, it promised efficiency under the banner of "One Nation, One Tax." For the road transport sector, often described as the backbone of the Indian economy, it created both anticipation and anxiety. While the idea was sound, GST 1.0 quickly

revealed its shortcomings. The system's multiple slabs, frequent rate changes, and complicated compliance rules proved cumbersome, especially for small businesses and operators. The result was that instead of easing the way of doing business, GST 1.0 often created new hurdles.

Now, with GST 2.0 scheduled to take effect from September 22, 2025, the government aims to resolve these challenges with a framework that is simpler, more predictable, and better aligned with India's growing

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handled instead by the corporates they serve. For small players with limited administrative resources, this stability is invaluable. It ensures they remain part of the formal economy without being bogged down by compliance complexity. The government's decision to retain RCM as-is is a clear policy signal that it values the role of small truckers and owner-drivers in sustaining India's transport backbone.

The story for FCM operators is markedly different. GST 2.0 increases the rate for services provided under FCM from 12% to 18%—a sharp 50% rise. This immediately raises GST outflows and compels operators to renegotiate freight contracts. But the challenge goes deeper than higher taxes. Under GST 1.0, trucks were taxed at 28%, giving operators a large ITC pool to offset liabilities. With GST 2.0, the rate on trucks has been reduced to 18%. While this lowers purchase costs for the sector, it also means a smaller ITC pool for FCM operators. In other words, just as their output tax has risen, their ability to offset it through ITC has been cut significantly.

This is what industry voices are calling the “Capital Goods Trap.” Under the earlier system, a truck purchase generated a 28% ITC credit. Now, the same truck generates only 18%. At the same time, the GST payable on freight services has risen from 12% to 18%. The outcome is double pressure—higher liabilities and reduced credits—making the FCM model more capital-intensive and less financially attractive.

For organised, larger operators who adopted FCM precisely for its ITC advantage, this shift poses a major strategic challenge. Their business model now requires higher working capital and sharper financial planning.



For organised, larger operators who adopted FCM precisely for its ITC advantage, this shift poses a major strategic challenge. Their business model now requires higher working capital and sharper financial planning. Without careful pricing strategies and operational efficiency, profitability could erode quickly. This explains why All India Transporters' Welfare Association (AITWA) is advising FCM operators to review the benefits carefully and why it is lobbying the GST Council for a one-time option to transition smoothly from FCM to RCM. For many, such flexibility may be the difference between viability and unsustainable losses

Without careful pricing strategies and operational efficiency, profitability could erode quickly. This explains why All India Transporters' Welfare Association (AITWA) is advising FCM operators to review the benefits carefully and why it is lobbying the GST Council for a one-time option to transition smoothly from FCM to RCM. For many, such flexibility may be the difference between viability and unsustainable losses.

The contrast between the two models could not be clearer. RCM, with its unchanged 5% rate and no ITC, offers predictability, low compliance, and stable costs, making it ideal for small operators. FCM, with its higher 18% rate and diluted ITC benefits, demands strategic recalibration from larger operators. Those who remain under FCM will need to restructure contracts, optimise fleets, and manage working capital far more aggressively than before.

GST 2.0, therefore, represents both relief and risk for the transport sector. On one hand, reduced rates on trucks, tyres, and spare parts will lower input costs, modernise fleets, and ease logistics expenses. On the other hand, the divergence between RCM and FCM creates a fork in the road. For small players, the system offers welcome continuity. For larger operators, it poses tough choices that could reshape business models entirely.

In the final analysis, GST 2.0 is not merely a tax reform—it is a strategic crossroads. By reinforcing stability for small operators while challenging larger ones to rethink their approach, it underscores a larger truth: in India's evolving tax landscape, adaptability will be the ultimate key to survival and growth.



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GST 2.0: Beginning A New Course of Tax Regime

What will be its significance on the transportation and logistics sector?

The rollout of GST 2.0 marks a pivotal moment for India's transportation and logistics sector, a backbone of the economy that directly influences trade, industry, and everyday consumption. While the first phase of GST, introduced in 2017, was historic in unifying multiple indirect taxes under a single national framework, it also brought challenges in the form of complex compliance, multiple slabs, and uncertainty for businesses—especially smaller players. GST 2.0 has now been designed as a more streamlined and practical system, with a sharper focus on industries that are crucial to India's growth story. Among these, the logistics and road transport sector stands out as one of the biggest beneficiaries.

The sector, which accounts for about 14% of India's GDP, has long struggled with high costs, inefficient processes, and fragmented operations. By addressing long-pending demands, reducing costs, and offering flexibility in taxation, GST 2.0 promises to reset the industry on a growth trajectory. For truck owners, logistics providers, and consumers alike, the reforms signify not just a tax adjustment but a structural shift toward efficiency, affordability, and competitiveness.

Lower GST on Trucks: Easing Capital Burden

One of the most impactful changes under GST 2.0 is the reduction in GST on trucks, coupled with the availability of input tax credit (ITC) on third-party insurance. For transport operators, the purchase of trucks represents the largest capital investment, and any reduction in upfront costs directly

influences business viability. Under the earlier system, the higher GST rate on trucks inflated purchase costs, discouraging investment, particularly for small truck owners and Micro, Small, and Medium Enterprises (MSMEs) who form the bulk of the sector.

The new rate structure eases this financial burden significantly. A truck owner purchasing a vehicle today faces a noticeably lower tax outgo compared to the GST 1.0 regime, which means faster decision-making and quicker fleet expansion. The insurance ITC further reduces recurring expenses. For MSMEs, this creates an opportunity to modernise fleets and improve service quality, while larger operators can scale operations more cost-effectively.

Cheaper Freight Movement: Direct Relief for Transport Users

Another landmark feature of GST 2.0 is the slashing of GST on multimodal transport to 5% and the option to choose between 5% or 18% GST for road haulage. These measures directly reduce freight charges, translating into immediate savings for industries that depend heavily on logistics, from agriculture to FMCG to steel.

For consumers, cheaper logistics creates a cascading effect: lower freight costs reduce the price of goods transported, curbing inflationary pressures across sectors. For businesses, particularly exporters, it enhances cost efficiency and global competitiveness. With logistics accounting for nearly 30–40% of the cost structure in some industries, these reforms can be transformative.

Input Tax Credit: Simplifying and



S.N. Arya

Editor-in Chief & Patron, AITWA

Strengthening Cash Flow

The reworked ITC framework under GST 2.0 is designed to eliminate ambiguity and ensure smoother credit claims. Clearer guidelines on what qualifies as input credit and simplified rules reduce compliance disputes that plagued GST 1.0. For logistics providers, ITC is not just a matter of accounting—it directly influences cash flow, working capital, and the ability to invest in growth.

When operators can seamlessly claim credit for taxes paid on inputs such as fuel, maintenance, or insurance, their effective tax liability decreases. This strengthens balance sheets, reduces financial stress, and supports reinvestment into operations, technology, and infrastructure.

Flexibility in Road Haulage: A Game-Changer for Operators

Perhaps one of the most innovative aspects of GST 2.0 is the flexibility offered in taxation for road haulage services. Service providers now have the option to choose between 5% or 18% GST, depending on their business model and ITC availability. Smaller operators with limited input costs may prefer the simplicity of 5%, while

larger organised players with significant capital expenditures can leverage the 18% slab with ITC claims.

This dual-option framework recognises the diversity of the logistics industry and allows companies to align taxation with their operational strategy. It balances simplicity with flexibility, creating a more transparent and optimised system for all stakeholders.

Simplified Compliance: Easing Burden on Small Operators

A long-standing concern of transporters, especially smaller players, has been the heavy compliance burden under GST 1.0. GST 2.0 introduces provisions specifically aimed at reducing this stress. From easier registration processes to streamlined reporting requirements, the reforms make it feasible for small transport operators and intermediaries to operate within the formal economy without being overwhelmed by paperwork or penalties.

By lowering entry barriers, the government ensures that even the smallest players—who often serve the most remote regions—can participate confidently in the new tax regime. This inclusivity is critical in a sector dominated by MSMEs and individual owner-drivers.

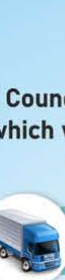
Broader Significance for the Logistics Sector

1. Lower Operating Costs:

The combined impact of cheaper vehicles, reduced freight charges, and easier ITC translates into tangible cost savings for operators. With logistics being a cost-sensitive sector, even marginal reductions create a big difference in profitability and sustainability.

2. Reduced Inflationary Pressure:

Affordable logistics reduces the cost of



aitwa

GST Council has revised GST rates on following which will impact road transport industry w.e.f. 22nd September 2025

GST on trucks reduced from 28% to 18%

GST on tyres reduced from 28% to 18%



GST on 3rd party insurance reduced from 12% to 5%



GTA services under FCM with ITC increased from 12% to 18%



No change in GST rate for giving truck on hire or under RCM

**Relief to small truck owners & GTAs under RCM
Volume of ITC benefit reduced for FCM transporters**

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goods transportation, which trickles down to retail pricing. From vegetables and grains to industrial raw materials, lower freight costs can help stabilise inflation, offering relief to consumers.

3. Boost to Exports:

With logistics costs in India historically higher than global averages, exporters often struggle to remain competitive. GST 2.0 directly addresses this by making freight movement cheaper, improving India's position in global trade.

4. Support for MSMEs:

By cutting upfront capital costs and simplifying compliance, the reforms empower small truck owners and MSMEs. This ensures broader participation in formal logistics and encourages entrepreneurship.

5. Alignment with National Policies:

The reforms dovetail neatly with the government's flagship initiatives, such as the PM Gati Shakti program and the National Logistics Policy. Both aim to

improve efficiency, cut costs, and make India a global logistics hub. GST 2.0 provides the fiscal and operational framework to complement these infrastructure and policy pushes.

6. Faster and Smarter Logistics:

Lower costs and smoother compliance encourage operators to invest in technology, modern fleets, and multimodal integration. This leads to faster deliveries, optimised supply chains, and improved service standards across the country.

A Step Toward a More Competitive India

The unveiling of GST 2.0 signals more than just tax reform—it represents a structural push to make India's logistics industry globally

competitive. By reducing inefficiencies, lowering costs, and creating a flexible, transparent framework, the reforms strike at the heart of the challenges that have long constrained the sector.

For the road transport community, especially MSME truck owners, GST 2.0 offers stability and opportunity. For industries and consumers, it promises cheaper, faster, and more reliable logistics. And for the nation, it aligns seamlessly with the larger economic vision of boosting exports, curbing inflation, and modernising infrastructure.

As implementation unfolds, the true measure of success will lie in how effectively these reforms are embraced by operators and supported by policymakers. But the direction is clear: GST 2.0 places India firmly on the path toward a more efficient and competitive logistics ecosystem—one that is ready to power the country's next phase of economic growth.

AITWA Welcomes GST 2.0 Reforms, Anticipates Surge in Truck Demand and Reduced Logistics Costs



A high-level meeting was recently convened between the Central Board of Indirect Taxes and Customs (CBIC) and the transportation and logistics sector to deliberate on sector-specific challenges under the forthcoming GST 2.0 framework. The session, chaired by the CBIC Chairman, brought together key stakeholders to ensure a smooth transition for the road transport industry, which plays a pivotal role in India's economic growth.

Representing the sector, Shri Pradeep Singal, Chairman of All India Transporters Welfare Association (AITWA), extended gratitude to both

the CBIC and the Ministry of Finance for implementing a well-considered rate rationalization under GST 2.0. He emphasized that the reduction of GST on trucks and tyres, a demand AITWA had been pursuing for years, would provide much-needed relief. According to him, this move is likely to encourage postponed purchases, particularly among small truck owners who had delayed investments due to high costs. By reviving demand for new vehicles, the measure is expected not only to stimulate fleet expansion but also to bring down logistics expenses once the new regime is fully adopted.

Adding to the discussion, Shri Abhishek Gupta, General Secretary of AITWA, outlined the operational difficulties members might encounter while shifting from the Forward Charge Mechanism (FCM) to the Reverse Charge Mechanism (RCM). He underscored the need for a one-time transition window before the new system comes into effect on September 22, 2025. Such a provision, he argued, would help transporters adjust more smoothly and prevent disruptions. He also highlighted additional procedural hurdles that must be addressed to minimize compliance complexity for transport operators.

In response, CBIC officials assured industry representatives that transitional and implementation-related issues would be given due attention. They reiterated the government's commitment to ensuring that GST 2.0 not only simplifies taxation but also supports broader economic activity. With the festive season approaching, officials expressed optimism that rising consumer demand would further strengthen the need for efficient and affordable transport services, amplifying the benefits of the reforms. The meeting ended on a positive note, with both sides displaying confidence in the potential of GST 2.0 to streamline operations, ease financial burdens, and improve competitiveness. The constructive dialogue underscored the importance of government-industry collaboration in driving reforms, setting the stage for a smoother rollout of GST 2.0 and renewed momentum in India's road transport and logistics sector.



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Om Logistics Supply Chain & GLA University Join Hands to Shape Future Leaders

In a landmark step toward bridging academics with real-world expertise, Om Logistics Supply Chain has signed a Memorandum of Understanding (MoU) with GLA University on 25th August, 2025. The collaboration is set to open new doors of opportunity for students aspiring to build careers in logistics and supply chain management.

As part of the agreement, above 300-hour intensive program has been launched exclusively for MBA students. The course blends theoretical knowledge with hands-on exposure, equipping students with the right skills and mindset to succeed in the logistics sector. With this, Om Logistics Supply Chain becomes the first logistics company to introduce such an in-depth program dedicated to building the next generation of leaders.

Together, the company and university both will focus on preparing industry-ready professionals to meet the evolving demands of the logistics ecosystem.



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"The bad news is time flies. The good news is you're the pilot." — Michael Altshuler

From Strain to Strength: U.S. Tariffs and India's Logistics Advantage



The recent imposition of U.S. tariffs has unsettled global supply chains, leaving experts and businesses recalibrating their playbooks. What was once a predictable system of trade now feels like shifting sand, where every stakeholder—from shipping agents and warehouse operators to retailers and end consumers—must adapt quickly to new realities.

Early forecasts suggest global container volumes could dip by 1% this year. While that may seem minor, in an industry built on high efficiency, such contractions signal turbulent times ahead. Add to that the rising costs: in 2024, logistics expenses worldwide touched USD 12.38 trillion, up USD 330 billion from the previous year. With tariffs adding another layer of friction, those figures are expected to climb further, forcing companies to rethink supply chains

from the ground up.

Yet, where there are disruptions, there are also openings. For India, the current moment offers an opportunity to play a more influential role in shaping global logistics.

Escalating Shipping Costs

Tariff-driven disruptions are pushing freight rates higher, leaving companies with a tough choice: absorb the extra costs or pass them along to customers. Both options carry financial strain.

However, on routes like India–U.S., which are seeing increased demand due to trade diversions, local logistics providers could strengthen their bargaining power and secure better margins.

Shifts in Sourcing Patterns

To sidestep tariffs, many global firms are moving manufacturing to fresh geographies. This restructuring of supply lines is creating new freight

corridors that need strong local support.

However, with relatively favourable tariffs, India is emerging as a credible alternative production and sourcing base. Logistics firms here can capitalise by building wider regional and cross-border networks to serve shifting trade flows.

Growing Role for Freight Forwarders and 3PLs

Businesses are leaning heavily on freight forwarders and third-party logistics (3PL) players to decode changing customs requirements, reroute cargo, and reduce red tape.

However, Indian 3PLs can position themselves as indispensable partners, offering solutions in compliance, cost control, and flexible routing—capabilities that global businesses increasingly value.

Rising Compliance Risks

With tariffs reshaping flows, instances of fraud—from false classification of goods to illicit routing—are on the rise. Such practices can damage both efficiency and credibility.

However, by tightening compliance protocols and accelerating digital trade solutions, India can distinguish itself as a transparent and trustworthy trade partner, while others struggle with reputational risks.

From a forward-looking perspective, the volatility of today's trade environment has reshaped logistics into far more than the mere movement of goods. It now demands the ability to anticipate policy changes, adapt with speed, and build resilience across the entire value chain. For India, the disruptions triggered by U.S. tariffs represent more than a hurdle—they present a window of opportunity to broaden its role in global trade. By embracing this moment with innovation and a commitment to transparency, India's logistics sector can position itself as a central force in the next phase of the global supply chain.

Progress Of Regional Driving Training Centres (RDTCs)

The Government in Ministry of Road Transport & Highways implements a central sector scheme for setting up of Institutes of Driving Training and Research (IDTR), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) in States/UTs. The aim of the scheme is to improve road safety by way of inculcating good driving habits through driving training in systematic and scientific manner, issue of driving licenses based on an objective scientific process of testing skills and employment generation in transport sector.

The Central Institute of Road Transport (CIRT), Pune, serves as the Program Monitoring Agency under the scheme. Additionally, a society comprising representatives from the Central Government, the respective State Government, and the private promoter is formed to oversee the construction and operation of each RDTC under the scheme.

The criteria for setting up of RDTCs are based on the projected population of the State/UT i.e. one RDTC per 1.00 crore population. States/UTs whose projected population is less than 1.00 crore and which have not been sanctioned IDTR/RDTC under the scheme so far, are also eligible for sanction of one RDTC per State/UT. Proposals for setting up RDTCs under the scheme are recommended by the respective State Government/Transport Commissioner/Divisional



Commissioner. During the last five Financial Years (2020-21 to 2024-25) and the current financial year (up to July 2025), a total of 17 RDTCs have been sanctioned, including six proposals that have received in-principle approval. State-wise details are given below.

List of RDTCs sanctioned during the last 2020-21 to 2025-26 (Upto July, 2025)

Maharashtra – Amravati, Solapur, Buldhana, Gondia, Chandrapur, Nagpur and Yavatmal

Madhya Pradesh – Gwalior, Chhatarpur, Betul and Bhopal

Rajasthan – Ajmer, Jaipur and Hanumangarh

Nagaland - Kohima

Chhattisgarh - Bastar

Karnataka - Ramanagar

State Government of Rajasthan has recommended three proposals for setting up of RDTCs in the State at Ajmer, Jaipur and Hanumangarh. All the three proposals have been sanctioned. As per the revised scheme guidelines issued in January, 2025, the State is eligible for five additional RDTCs.

The scheme is in force for implementation during the ongoing 15th Finance Commission period (FY 2021-22 to FY 2025-26). In the year 2025, a total of five proposals have received in- principle approval under the scheme.

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Expansion Of Fastag Ecosystem

The Government through Indian Highways Management Company Limited (IHMCL) has progressively strengthened the Standard Operating Procedure (SOP) for detecting and blacklisting 'loose FASTags'. As per the IHMCL's Policy Circular dated 19th August, 2019, fee plaza operators are required to report such violations to the concerned Acquirer Bank and National Payments Corporation of India (NPCI). The Issuer Bank must verify the case and blacklist the non-compliant FASTag, while IHMCL monitors adherence.

Subsequently, the Circular dated 16th July, 2024, reiterated the provisions of the National Highways Fee Rules, 2008, which mandate that vehicles not fitted with a valid and functional FASTag are to be charged double the

applicable fee. The circular draws from the same and specifies that vehicles with non-affixed FASTags would also fall under this category and must pay the fee in cash at double the applicable rate, thereby enforcing deterrence.

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

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

The Government is actively engaging stakeholders to expand the FASTag

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

The workshop discussions focused on broadening the utility of FASTag into areas such as fuel payments, EV charging, parking, congestion tolling, etc. Integration of value-added services, data-driven solutions for mobility, and user-centric digital features were discussed to position FASTag as a unified digital mobility platform aimed at improving convenience, efficiency, and transparency across the transport sector.

Cashless Treatment for Road Accident Victims

Cashless Treatment of Road Accident Victims Scheme, 2025 (Scheme) has been notified on a pan India basis vide S.O. 2015(E) dated the 5th May, 2025 and the Guidelines of the Scheme have been notified vide S.O. 2489(E) dated the 4th June, 2025. Under this Scheme any person who is a victim of road accident caused by the use of a motor vehicle shall be entitled to treatment cover upto Rs. 1.5 lakh per victim, subject to a maximum cap of 7 days from date of accident at any designated hospital across the country.

Although the Scheme does not fall within the ambit of Ayushman Bharat - Pradhan Mantri Jan Arogya Yojana (AB-PM-JAY), being a statutory scheme, it ensures timely, equitable, and cashless access to trauma care for road accident victims. The scheme leverages the IT platform of the



National Health Authority for registration, verification, and claim processing, enabling paperless and efficient service delivery. By utilizing the existing hospital network and defined health benefit packages, the scheme ensures continuity of care, portability, and financial protection in emergency situations.

The Scheme is jointly funded with

contributions by the general insurance companies for cases where offending motor vehicle is insured. For cases involving road accidents by motor vehicles other than insured motor vehicles, budgetary support will be provided by Central Government. The budgetary fund allocated under the Scheme for other than insured cases during financial year 2025-26 is Rs. 272 Crore.

NDTH Energy Becomes One Of India's Premier Entities To Secure Volvo VDS-3 Approval For Heavy-Duty Engine Oil

NDTH Energy secures Volvo VDS-3 global approval for its EnerG G Force XL API CI-4 PLUS (15W-40) engine oil solution. With the commitment to facilitating a lubricant product portfolio enabling customers to optimally utilise vehicles through the heavy-duty operating cycles, NDTH Energy - an Indian lubricant manufacturer- secures this significant feat.

The certification registers limited manufacturers, showcasing its crucial efforts to set a benchmark in the

The certification registers limited manufacturers, showcasing its crucial efforts to set a benchmark in the industry through specific criteria underscoring product enhancements

industry through specific criteria underscoring product enhancements. Moreover, the certification establishes the company among the limited number of manufacturers recognised globally, meeting Volvo's performance requirements.

The Volvo VDS-3 globally recognised approval criteria reiterate that NDTH Energy's innovative product meets the set international standards. The engine



oil features extended drain intervals, reduces engine wear, and improves fuel efficiency in commercial vehicles, meeting the world-class standards set by the commercial vehicle manufacturer.

"This new milestone achievement for NDTH Energy showcases the prowess garnered over the established years, closely understanding the customer requirements. NDTH Energy, as an India-based company going big on the global stage, makes the entity committed to taking things a notch higher," said Navkaran Singh Sethi, founder, NDTH Energy, reported TrucksDekho.com.

You Might Like: Volvo Points Out Bio-LNG Trucks Have Potential To Reduce Emissions With Performance On Par With Diesel Counterparts

"The Volvo VDS-3 approval secured by us (NDTH Energy) underscores our

commitment to engineering prowess, quality solutions, and sustainability. The product portfolio is carefully developed and curated, and is a reiteration of the capabilities under the Indian manufacturers' belt, meeting the international standards and regulatory requirements," NDTH Energy added, reiterating that they are pleased with the approval from global entities.

Under its partnership with leading German additive solutions entity GAT GmbH, the GAT X EnerG product line will be launched in India. This range includes fuel system cleansers, engine flush solutions, and vehicle care products, aligning with the Atmanirbhar Bharat initiative to enhance the automotive sector in India. NDTH Energy continues to leverage the manufacturing expertise and product innovation through research and development for India.

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Odisha Cracks Down On Commercial Vehicles Lacking Mandatory Retro-Reflective Tapes, Crucial For Enhanced Visibility



The state transport department of the Odisha Government started an enforcement drive against those commercial vehicles that did not adhere to the mandatory use of retro-reflective tapes. Regulations mandate that owners affix reflective stickers in white, red, and yellow colours on their commercial vehicles to improve nighttime visibility and reduce the risk of collisions.

Amitabh Thakur, State Transport Commissioner, Odisha Government, said, “Specifically, white tapes should be affixed to the front of the vehicle, red to the rear, and yellow along both sides, ensuring that the vehicle is easily visible from all angles. Presence of stationary vehicles on roads at night poses a significant hazard, as they are

often difficult to detect, and drivers frequently fail to use cautionary signage to alert other road users,” reported TrucksDekho.com.

He further added, “Commercial vehicle operators must adhere to the regulations, as operating without a valid fitness certificate is illegal. Drivers must ensure that the reflective stickers are prominently displayed and regularly replaced to maintain their effectiveness and compliance with safety standards.”

All commercial vehicles must have retro-reflective tapes attached to receive fitness certificates, according to a 2019 Ministry of Road Transport and Highways rule. The significance of reflective tapes is highlighted by the possibility of serious mishaps resulting from the oversight.

Regional transport officers throughout the state of Odisha were instructed by Amitabh Thakur to step up their efforts to find and fine non-compliant commercial vehicles. At least 227 vehicles that did not satisfy the requirements were confiscated by officials in the initial two days, and their fitness certificates were revoked.

There are roughly 91 lakh vehicles in Odisha, including 2-wheelers, 3-wheelers, and 4-wheelers in both private and commercial categories. Approximately 4 lakh of them are commercial passenger and freight vehicles, which are required to use retro-reflective tapes. The latest crackdown is part of the state's broader objective to enhance road safety and ensure compliance with vehicular regulations.

Indian Commercial Vehicles Reports A Marginal 0.23% YoY Sales Growth In July 2025

The retail commercial vehicle (CV) sales figures for July 2025 in India have been made public by the Federation of Automobile Dealers Associations (FADA). This FADA sales report examined the retail market share and strength index for commercial vehicles by fuel type, based on RTOs in both urban and rural areas. From 76,261 units in July 2024 to 76,439 units in July 2025, CV retail sales in India slightly grew 0.23% YoY. Monthly, CV's retail sales rose by 4.19%.

According to the latest FADA sales figures for July 2025, diesel makes up 81.46% of the Indian commercial vehicle market, followed by CNG or LPG at 12.26%, petrol or ethanol at 4.59%, and electric vehicles at 1.63%. In July 2025, urban regions accounted for 52.9% of commercial vehicle retail sales, while rural areas accounted for 47.1%.

Retail sales of heavy commercial vehicles (HCVs) decreased by 3.17% YoY from July 2024 to July 2025, from 23,912 to 23,154 units. Sales of light commercial vehicles (LCVs) grew slightly by 0.53% year over year, from 45,565 units in July 2024 to 45,808 units in July 2025.

From 6,712 units sold in July 2024 to 7,414 units sold in July 2025, retail sales in the MCV category grew by 10.46% YoY. From 72 units in July 2024 to 63 units in July 2025, retail sales in the other CV category, which includes commercial vehicles for

construction equipment, dropped 12.5% YoY.

Reflecting on July 2025 Auto Retail results, C.S. Vigneshwar, President, FADA, said, "CV posted a modest

Reflecting on July 2025 Auto Retail results, C.S. Vigneshwar, President, FADA, said, "CV posted a modest 0.23% YoY increase and a 4.19% MoM uptick, led by urban momentum. Dealers cited new model launches, aggressive marketing support, bulk institutional orders and timely stock availability as key drivers, alongside targeted schemes that bolstered school-bus volumes," reported TrucksDekho.com

0.23% YoY increase and a 4.19% MoM uptick, led by urban momentum. Dealers cited new model launches, aggressive marketing support, bulk institutional orders and

timely stock availability as key drivers, alongside targeted schemes that bolstered school-bus volumes," reported TrucksDekho.com.

He further added, "In contrast, rural haulage demand remained fragmented amid heavy rainfall, seasonal softness in cement, coal and construction logistics, and slower financier disbursements, prompting many buyers to defer purchases to the post-monsoon period."

Due to a strong order pipeline and increased rural liquidity brought forth by agricultural subsidies, the commercial vehicle dealers are nevertheless upbeat despite seasonal logistical challenges. All things considered, a festival-driven increase in demand, supported by market-specific initiatives, inventory readiness, and robust rural sentiment, supports a promising short-term outlook.

While festival enthusiasm and monsoon tailwinds combine to boost demand, the threat of individual weather shocks and export-tariff volatility emphasises the necessity of careful management. The industry can overcome these obstacles and set itself up for long-term retail growth by utilising partnership-driven financing options, dynamic rural-urban engagement, and precisely targeted promotions. In sum, we enter August feeling cautiously optimistic, sure of the positive but always aware of the dangers.

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

Mahindra And Mahindra Acquires Controlling Stake In SML Isuzu

Mahindra, featuring significant developments in manufacturing capacity and business gains, recently shared an entity-focused purchase agreement dated 26th April 2025. Following the advancement, under the registered agreement, Mahindra acquires a 58.96 percent stake in SML Isuzu (SML) from Sumitomo Corporation, Japan and Isuzu Motors Limited, Japan.

Mahindra and Mahindra will launch a mandatory open offer for the acquisition of up to 26 percent stake from eligible public shareholders of SML, under the SEBI takeover regulations. Under the new company framework, the Board of Directors of SML is reconstituted, reported TrucksDekho.com. The Board of Directors of SML appoints Vinod Sahay, president – Aerospace and Defence, Trucks, Buses and CE – Mahindra Group, as executive chairman of SML Isuzu, effective.

Venkat Srinivas is now appointed as the executive director and chief executive officer of SML Isuzu. Additionally, a brand renaming request is raised, adhering to the regulations, receiving inputs from the Board of Directors of SML. The entity has also approved a change in the name of the company to 'SML Mahindra Limited'— subject to approvals from RoC, Central Registration Centre, MCA and shareholders of the Company or related authorities.

Shortly after the initial discussions, in April 2025, Mahindra and Mahindra agreed to acquire a 58.90 percent equity stake in SML at Rs 650 per



share; a total investment of Rs 555 crore. This acquisition agreement is deemed by Mahindra as a significant step to strengthen its market presence in the below 3.5T commercial vehicle category. The company has a 3 percent market share, in comparison to 54.2 percent in the sub 3.5 tonne LCV segment.

Mahindra Trucks and Buses, a vertical of the Mahindra Group, has set the pace for the commercial vehicle market over the past few years. With the acquisition and rebranding of the SML entity, the market share in the segment is expected to double by 6 percent. With growth strategies and reconstitution of the board, the entity expects to see a 10-12 percent increase by FY31 and more than 20 percent by FY36.

Vinod Sahay is a key member of the Group Executive Board of Mahindra Group. He will continue to serve as the president of the aerospace and Defence, trucks, buses and

construction equipment sector of the Mahindra group. Moreover, he will actively participate in his new role as executive chairman of SML Isuzu in tandem with his role at Mahindra.

Meanwhile, Venkat Srinivas will continue to serve as the business head for Mahindra Truck and Bus (MTB) and Construction Equipment (CE) in addition to his new role at SML. He brings 35 years of extensive research, development, and leadership experience in the aerospace and automotive engineering verticals.

Overall, under the new acquisition agreement, Mahindra will play a key role in further enhancement of the current establishment – SML— to be renamed as 'SML Mahindra Limited, subject to regulatory approvals. This move comes in after careful consideration undertaken by Mahindra in establishing a comprehensive CV entity across platforms.

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Explore The Top 5 Latest Electric Mini Trucks In India



The gained momentum of electric vehicle adoption has enabled manufacturers to scale up innovations to improve vehicular performance so as to establish a solid product portfolio for customers. With this, commercial vehicle manufacturers have increased the logistics and individual businesses' interest – improving customer confidence – offering enhanced user experiences. TrucksDekho.com helps you find a popular trucking solution designed specifically to enhance customer business performance:

The Mahindra Zeo is a high-power and torque-oriented mini truck engineered to enhance customer experience, ensuring efficient performance and practicality. The vehicle is designed for heavy-duty applications, including the transportation of voluminous e-commerce goods, fruits and vegetables, cylinders, water cans and much more.

The vehicle even offers one of the best driving ranges, rated at 160 km (certified range under a fully charged battery pack). With the combination of a high payload of 750 kg, 114 Nm of

torque output, 32 percent gradeability, and 180 mm ground clearance, the Mahindra Zeo is truly a high-performance solution for customers who require an all-rounder.

Supported by a 3-year / 1,25,000 km standard vehicle warranty and 7-year / 1,50,000 km standard battery warranty, the Mahindra Zeo can be a strategic investment for customers.

Next up is the Tata Ace Pro EV, an electric cargo mobility solution which is the closest rival to the Mahindra Zeo. The vehicle is compact but surprisingly has sufficient cabin space and a similar payload capacity to that of the Mahindra Zeo.

To point out, the Ace Pro EV comes with a cargo box measuring 2046 mm in length, 1485 mm in width and 326 mm in height. Meanwhile, the Mahindra Zeo has a load body measuring 2257 mm in length, 1493 mm in width and 300 mm in height. And to reiterate, both trucks offer 750 kg payload capacity.

However, the Ace Pro EV only has a 1800 mm wheelbase while the Zeo offers 2500 mm. Although shorter, the

Ace Pro EV is decent in terms of its cabin space, maybe not as much as the Mahindra Zeo. But it does the job well to contend against the likes of the Mahindra Zeo. Enabled with a higher warranty on both the vehicle and battery, the Tata Ace Pro EV is a solid solution for customers seeking a mini truck to suit their small business needs.

While the Mahindra Zeo and Tata Ace Pro EV are small trucks designed for last-mile operations, a slightly higher economy business with a large supply chain, like your's might be looking for a higher payload and range-based solution. Needless to say, the JEM or Jupiter Electric Mobility's Tez e-truck can be the perfect solution for your business needs:

The JEM Tez is not like the usual commercial-grade mini trucks currently available in 2025. The Tez is designed for high-capacity operations that require a solid solution. Precisely, the Tez electric truck can deliver a certified range of 318 km under full charge and ideal operating conditions. As for real-world range, the vehicle offers almost 190 km.

In comparison to the Mahindra Zeo, which delivers approximately 160 km real-world range, the JEM Tez is an option to look out for before making up your mind. The vehicle also comes with a higher payload capacity, precisely 1050 kg, higher than the Tata Ace Pro EV and the Mahindra Zeo. As you guessed, the JEM Tez is offered with a higher price tag. But, it's something that can be overlooked considering the performance the Tez can churn out.

The heavy-duty electric motor and battery pack enable the JEM Tez to deliver a staggering 265 Nm of peak torque output, without compromising on range efficiency, or at least that's what the specification chart claims. Nevertheless, considering the price point, the Tez is indeed a practical solution for large businesses, considering the overall performance.

The Switch Mobility IeV4 is yet another heavy-duty solution that can come in handy to carry out urban logistics operations; to transport products from the warehouse to the customers' doorsteps. This is asserted by the company thanks to its high-capacity battery pack (32.2 kWh) capable of delivering approximately 206 km of certified driving range, while the truck features a whopping 1750 kg rated payload capacity.

Moreover, under normal operating conditions, the Switch IeV4 can

produce 130 km per fully charged battery pack of driving range. The truck also has the highest rated ground clearance amongst the lot discussed here in this article. With a 22 percent gradeability combined with the 205

Moreover, under normal operating conditions, the Switch IeV4 can produce 130 km per fully charged battery pack of driving range.

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mm ground clearance, the truck is preferable for carrying out operations like transporting voluminous goods across bad road sections without any hiccups.

While you may think the price is not justified, the vehicle's list of unique driver-centric features might suggest otherwise; the Switch IeV4 offers premium interiors with a dual-tone colour scheme, electric power steering, reverse parking sensors, hill-hold assist, a dual-mode regenerative braking system and an automatic

transmission system for added convenience. Also, the vehicle offers a driver and 2 other occupants seating arrangement.

Last but not least comes the Euler Storm EV T1250, designed and engineered on ArcReactor™ 200 technology. This translates to efficient powertrain performance featuring a cooling functionality; it enables the truck to operate efficiently in different driving conditions. That's not all under its sleeves, the Storm EV T1250 also offers the following:

The Euler Storm EV T1250 comes outfitted with what the company calls a vapour compression engine. It simply translates to the fact that the truck gets a dedicated battery thermal management system. The Storm EV T1250 even has a 'Skateboard Chassis' with battery unit integration to ensure effective weight distribution and safety.

Apart from these, the truck comes in two load body options, with either a volumetric capacity of 220 Cft or 260 Cft, based on customer requirements. Cheery on the cake, this Euler truck is backed by a 7-year / 2,00,000 km warranty (whichever comes first) to ensure complete peace of mind for customers. With a price tag of Rs 9 Lakh (ex-showroom), the Storm EV T1250 from Euler is a budget-friendly solution as well. This completes the listicle section.

— X —



***We are shaped and fashioned by what we love;
See what happens when you love God.***

Brahma Kumaris

4 Flyovers and 9 Foot Over Bridges on NH-48 in Gurugram

Union Minister of State for Road, Transport and Highways & Corporate Affairs, Harsh Malhotra, laid the foundation stone for 4 new flyovers at Panchgaon Chowk, Rathiwas, near Hero Company, and Sahlawas, Foot Over Bridges (FOBs) at 9 strategic locations along the Gurgaon–Kotputli–Jaipur section of NH-48 — Shikhopur, Manesar, Binola, Rathiwas, Malpura, Jaisinghpurkhera, Sidhrawali, Kharkhara, and Khijuri — and other engineering works, at an estimated cost of Rs. 282 crore, along with the Minister of Statistics and Planning and Minister of State for Culture, Dr. Inderjeet Yadav, Mayor, Manesar, Raj Rani Malhotra, Mayor, Gurugram, Tilak Raj Malhotra, local Councillors, and National Highways Authority of India (NHAI) officials.

Malhotra stated that he is grateful to contribute to the vision of Prime Minister Narendra Modi and Union Minister Nitin Gadkari — a vision of a Viksit Bharat, where world-class infrastructure is not a dream but a reality.

Malhotra stated that over the past 11 years, under the visionary leadership of PM Narendra Modi and guidance of Nitin Gadkari, the government has undertaken a massive and coordinated push to strengthen connectivity across India, completing several world-class infrastructure projects with a holistic, future-ready vision.

The minister highlighted that the national highway network in the country has expanded from 91,000 km in 2014 to over 1.46 lakh km, making it the second-largest road



network globally with high-speed corridors growing from just 93 km to 2,474 km, and highways with four lanes and above increasing by 2.5 times in the last decade.

Malhotra stated that it is a matter of pride that India now builds roads at a record pace of 34 km per day, supported by a 6.4x increase in Ministry spending and a 570% rise in budget allocation since 2014. National Highway stretches with four or more lanes grew 2.6 times from 18,371 km in 2014 to 48,422 km in 2024, while the National Highway construction pace rose by 2.8 times from 12.1 km/day in 2014-15 to 33.8 km/day in 2023-24.

The minister stated that over the past 11 years, the government has played a transformative role in reshaping Gurugram into a dynamic urban and economic powerhouse. Landmark infrastructure projects such as the Dwarka Expressway, Urban Extension Road-II (UER-II), Metro Rail extensions, the Gurugram–Sohna elevated corridor, the Delhi–Mumbai

Expressway and have significantly enhanced regional connectivity across Delhi-NCR.

Malhotra highlighted Minister Rao Inderjit Singh's contribution to the development of Gurgaon who has been a pivotal force in the transformation of Gurugram into a modern urban hub and elevating Gurgaon's status as a leading economic and technological center.

Malhotra stated that the projects whose foundation stone are being laid would ensure a safer and smoother travel experience for the residents and commuters of Gurugram, Rewari, and adjoining regions, especially service professional and would address the long-standing challenges of traffic congestion, waterlogging, and road safety along the NH-48 corridor from Kherki Dhaura to the Haryana-Rajasthan border. The 4 flyover projects at Panchgaon Chowk, Rathiwas, near Hero Company, and Sahlawas are aimed for eliminating at-grade conflicts and address accident-prone blackspots.

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KEY FACTS

Group Turnover



\$600 Mn.
(in 2017-18)

Employee
Strength



6000+

Vehicles/day
Managed on Road



12000

Cargo Ships
(Coastal Waters)



6

Warehouse
Covered Area



12 (million sq. Ft.)

Own Branch
Network



1400+

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Andhra Pradesh to Get 29 National Highways Covering 272 km

Union Minister Nitin Gadkari inaugurated and laid the foundation stone for 29 National Highway projects covering 272 km, with an investment of over ₹5,233 crore, along with Andhra Pradesh CM N. Chandrababu Naidu, Union Minister Kinjarapu Ram Mohan Naidu, Bhupathi Raju Srinivasa Varma, Deputy CM, Pawan Kalyan, Union MoS Chandra Sekhar Pemmasani, MPs, MLAs, and senior officials in Mangalagiri, Andhra Pradesh.

Addressing the gathering, Gadkari stated, “Aligned with the vision of Prime Minister Narendra Modi, these projects are designed to eliminate accident-prone black spots and railway crossings, reduce transportation costs, strengthen last-mile connectivity in rural and tribal

areas, and decongest key urban centres such as Tirupati, Nellore, and Rayachoty—thereby positioning Andhra Pradesh at the forefront of India's growth story.”

Gadkari also highlighted a significant drop in India's logistics cost. Improved road infrastructure has brought logistics costs down from 16% to 10%, and is projected to reach 9% by December 2025. This reduction is expected to double exports and boost employment. He noted that the length of National Highways under NHAI has increased by 120%—from 4,000 km in 2014 to 8,700 km in 2025—demonstrating the government's strong focus on infrastructure-led economic growth.

The Madanapalle to Pileru stretch of NH-71 has been transformed into a modern 4-lane corridor spanning 56

kms, constructed at a cost of ₹1,994 Cr. This significant upgrade includes 9 flyovers, a rail overbridge, 19 major bridges, 5 vehicular underpasses, and 10 local underpasses.

Similarly, the Kurnool to Mandlem section of NH-340C has been upgraded to a 4-lane road with paved shoulders over 31 kms, featuring one flyover, 4 viaducts, 3 local underpasses, and a minor underpass, at a cost of ₹858 crore.

Alongside these developments, foundation stones are being laid for 27 additional projects aimed at enhancing connectivity across Andhra Pradesh. These will improve access to religious sites like Tirupati, Srisailem, and Kadiri, and tourist destinations such as Horsley Hills and Vodarevu Beach. Seamless links to economic hubs—Sri City, Krishnapatnam Port, and Tirupati Airport will be established.

4-lane Marakkanam-Puducherry (NH-332A) in Tamil Nadu

UThe Cabinet Committee on Economic Affairs chaired by the Prime Minister has approved construction of 4-lane Marakkanam – Puducherry (46 km) in Tamilnadu. The project will be developed on Hybrid Annuity Mode (HAM) at a total capital cost of Rs.2,157 crore.

Currently, connectivity between Chennai, Puducherry Viluppuram & Nagapattinam is dependent on existing 2-lane National Highway 332A (NH-332A) and associated State Highways, which experience significant congestion due to high traffic volumes, especially in densely populated stretches and key towns along the corridor. To address these

challenges, the project will upgrade approximately 46 km of NH-332A from Marakkanam to Puducherry to a 4-lane configuration. This will decongest the existing corridor, improve safety, and cater to the mobility needs of rapidly growing towns such as Chennai, Puducherry Viluppuram & Nagapattinam.

The project alignment integrates with 2 major National Highways (NH-32, NH-332) and two State Highways (SH-136, SH-203), providing seamless connectivity to key economic, social, and logistics nodes across Tamil Nadu. Additionally, the upgraded corridor will enhance multi-modal integration by connecting with two Railway Stations (Puducherry,

Chinnababusamudram), two Airports (Chennai, Puducherry), and one Minor Port (Cuddalore) thereby facilitating faster movement of goods and passengers across the region.

Upon completion, the Marakkanam - Puducherry section will play a pivotal role in regional economic growth, strengthening connectivity between major religious and economic centers, boosting tourism to Puducherry, and opening new avenues for trade and industrial development. The project will also generate approximately 8 lakh person-days of direct and 10 lakh person-days of indirect employment, and will open new avenues of growth, development and prosperity in surrounding regions.

Insurance Cannot Deny Claims in Motor Accidents Merely Because Driver's Licence Was Fake

Supreme Court Upholds Victim Rights, Clarifies Owner Responsibility

A frequent issue in motor accident cases is whether insurers can deny compensation if the driver held a fake licence.

The Supreme Court of India has repeatedly ruled that a forged or invalid licence alone is not a valid reason to deny claims—especially in third-party cases. The priority is protecting innocent victims, while ensuring that vehicle owners exercise reasonable care in employing drivers.

Legal Framework: Section 149 of the Motor Vehicles Act

Section 149(2)(a)(ii) of the Motor Vehicles Act, 1988, allows insurance companies to contest liability if the vehicle was driven by someone “not duly licensed.” However, courts have consistently held that this defence must be strictly interpreted. Proving the licence was fake is not enough—the insurer must also show that the vehicle owner knew this or failed to take reasonable precautions.

Supreme Court Precedents: A Consistent Position

The Supreme Court has laid down a clear legal standard through several key rulings:

1. United India Insurance Co. Ltd. vs. Lehu (2003)

The Court held that insurers cannot avoid liability merely because a driver lacked a valid licence. If the owner believed the licence was genuine and found the driver competent, they are not at fault. The purpose of compulsory insurance is to protect third parties, not to penalize them for issues between insurers and insured parties.

2. National Insurance Co. Ltd. vs. Swaran Singh (2004)

Reinforcing Lehu, the Court

emphasized that even a fake licence does not absolve the insurer unless the owner was negligent. Reasonable care includes checking the licence and verifying the driver's ability to drive.

3. National Insurance Co. Ltd. vs. Laxmi Narain Dhut (2007)

The Court clarified that absence or invalidity of a licence doesn't automatically nullify the insurer's obligation. Without evidence of owner negligence or knowledge of forgery, the insurer must still compensate victims.

4. Pepsu Road Transport Corporation vs. National Insurance Co. Ltd. (2013)

This case reaffirmed that:

- A fake licence alone is not sufficient ground for denial.
- The insurer must prove “wilful breach” by the owner—either knowledge of the fake licence or failure to take basic precautions.
- If the owner acted responsibly and in good faith, they are not liable for policy breach.

In this case, the transport corporation had hired the driver in 1994, trained and tested him, and had no reason to suspect the licence was fake. The accident occurred six years later. The Court upheld the corporation's conduct and rejected the insurer's attempt to recover the payout.

Owner's Responsibility: What Is “Reasonable Care”?

A vehicle owner's duty involves:

- Checking that the licence appears valid on its face.
- Assessing the driver's skill or giving them a road test.
- Responding to any warnings or signs that the licence might be fake.

The Court has ruled that expecting

owners to verify every licence with the issuing authority is unrealistic. The standard is reasonableness, not perfection. However, if the insurer can prove that the owner ignored clear signs or knowingly hired an unlicensed driver, the insurer may pay the victim and then recover the amount from the owner (“pay and recover”).

Impact: Protection for Victims, Fairness for Owners

These rulings reflect the social purpose of the Motor Vehicles Act: protecting accident victims. Third-party claimants should not be penalized due to disputes over a driver's credentials.

In **Lehu**, the Court illustrated this with a stark example: if a thief steals a car and causes an accident, the victim's right to compensation remains valid. Similarly, victims should not lose compensation just because a driver's licence was later found to be forged.

Conclusion: A Balanced Legal Approach

The **Pepsu Road Transport** judgment confirms that insurers cannot escape liability solely by citing a fake licence—they must also prove that the vehicle owner was negligent. For owners who act in good faith—checking documents, testing drivers, and responding to concerns—the law provides protection.

At the same time, the Supreme Court's approach ensures that innocent victims are not left without remedy. This strikes a fair balance between insurer obligations, owner responsibilities, and victim rights—supporting the fundamental goal of third-party motor insurance: ensuring timely and just compensation in road accident cases.

The Growing Importance of Effective Last-Minute Delivery Services

In today's fast-moving commercial world, last-minute delivery services have evolved into a necessity rather than a luxury. Whether it's sending an urgent document, delivering a special gift, or supplying a crucial production component, the ability to transport items swiftly has become critical for both businesses and consumers. These services enable companies to meet pressing deadlines, maintain customer satisfaction, and remain competitive in a market where speed and reliability are highly valued.

Yet, this space is far from simple. Challenges such as unpredictable traffic conditions, rural delivery distances, fluctuating order volumes, and rising logistics costs put immense pressure on companies to innovate. At the same time, consumer expectations are soaring. As e-commerce continues to expand, more shoppers demand faster shipping options, with many preferring same-day or even one-hour delivery windows. In this landscape, last-minute delivery is not just about moving products; it is about delivering an experience that directly influences brand loyalty.

Why Speed and Reliability Matter

The foundation of last-minute delivery lies in two elements: speed and reliability. Customers today want their orders delivered quickly and without disruption, and businesses that fail to deliver risk losing both revenue and trust. Surveys reveal that nearly 38% of consumers expect one-day or faster delivery, pushing logistics companies to rethink how they approach last-mile

operations. Postal and courier services, such as USPS and Austrian Post, have reported record parcel volumes, highlighting the unrelenting pace of consumer demand.

However, quick delivery comes at a cost. Last-mile logistics is often the most expensive segment of the supply chain, sometimes exceeding the costs incurred at fulfilment centres. Despite this, the investment pays off in terms of customer retention. Studies show that 83% of customers are more loyal to brands that resolve complaints effectively, and nearly 80% are willing to give companies a second chance if the service recovery is handled well. Clearly, timely and reliable delivery is not just about efficiency—it's about building stronger, lasting relationships with customers.

Overcoming Last-Mile Challenges

Last-minute delivery presents a unique set of challenges, including traffic congestion in urban areas, poor connectivity in rural regions, unpredictable order surges, and rising fuel costs. Managing these complexities requires precision planning and real-time adaptability. A delayed or failed delivery can tarnish the brand's reputation and negatively impact repeat business.

To overcome these challenges, companies are increasingly adopting automation and advanced logistics technologies. Route optimisation tools, real-time tracking systems, and predictive analytics are helping businesses cut delivery times, lower operational costs, and improve resource allocation. For example,



SK Kedia
National Treasurer, AITWA

automation at wineries like St. James has successfully addressed labour shortages and improved productivity, demonstrating how digital solutions can enhance delivery efficiency across industries.

Strategies for Efficient Deliveries

Successful last-minute delivery requires a multifaceted strategy. Retailers are focusing on several key areas to improve service quality:

- 1. Automation and Digital Technologies** – Automated systems reduce manual errors, improve inventory management, and streamline warehouse operations. Companies like Amazon have demonstrated how AI-driven models and robotic fulfilment centres can accelerate inventory storage by up to 75%, setting new benchmarks in efficiency.
- 2. Strategic Inventory Placement** – Maintaining buffer stock and positioning goods across strategically located warehouses ensures quicker dispatch and reduced delays. Businesses such as John Dee Warwick have used automation to improve

tracking and accuracy, minimising disruptions in last-minute orders.

3. Partnerships with Specialised Delivery Services – Collaborating with third-party logistics providers and courier networks gives businesses access to experienced delivery personnel and wider geographic coverage. This strengthens reliability, especially in remote or underserved regions.

4. Enhanced Customer Communication – Deliveries also serve as touchpoints for customer engagement. Incorporating marketing messages in delivery notifications doubles the likelihood of customer interaction and can drive repeat purchases, creating additional value for businesses.

5. Sustainability Initiatives – With rising concerns about the environmental impact of logistics, companies are optimising routes, consolidating shipments, and adopting greener transport options to cut down on fuel consumption, which can account for up to 25% of last-mile delivery costs.

The Customer Experience Factor

Last-minute delivery is not just about logistics—it is about customer experience. The delivery phase is often the most anticipated part of the retail journey, and meeting expectations here builds trust. Offering flexible delivery options significantly boosts conversions, with research suggesting a 20% increase in sales when customers are given choices that suit their schedules.

At the same time, failed deliveries or late arrivals erode confidence. This is why proactive problem-solving and backup options, such as secure drop-off points or rescheduling facilities, are crucial. As Johan Hellman of nShift notes, a smooth delivery experience reflects a brand's ability to



“live up to its promises,” which can translate into loyalty, revenue, and even new business opportunities.

Looking Ahead: The Future of Last-Minute Delivery

The future of last-minute delivery will be shaped by technology, sustainability, and evolving consumer expectations. Artificial intelligence, drones, and autonomous vehicles are expected to play larger roles, further shrinking delivery windows. Meanwhile, businesses must balance speed with environmental responsibility, as the logistics sector faces increasing scrutiny over carbon emissions.

In essence, last-minute delivery has shifted from being a convenient add-on to a strategic necessity. Companies that embrace automation, invest in efficient logistics systems, and maintain a strong customer-first approach will not only survive but thrive in this competitive environment.

Conclusion

Last-minute delivery services have become integral to modern commerce. They allow businesses to meet urgent deadlines, enhance customer satisfaction, and build loyalty in an increasingly demanding retail landscape. While challenges such as high costs, unpredictable demand, and logistical hurdles persist, innovative solutions like automation, route optimisation, and strategic partnerships are enabling businesses to adapt.

Speed and reliability remain the cornerstones of success. By mastering the art of last-minute delivery, businesses can gain a significant competitive edge, drive revenue growth, and secure long-term customer loyalty—all while streamlining operations and reducing their environmental impact. In today's fast-paced marketplace, effective last-minute delivery is no longer optional; it is the key to sustained success.

Digital Logistics: Navigating Complexity for Competitive Advantage

Turbulent market forces are compelling companies to transform their logistics functions for greater flexibility, predictability, efficiency, and resilience. A recent McKinsey survey of more than 250 logistics leaders—representing both shippers and providers—confirms that organisations are increasingly relying on technology to tackle these challenges. Despite difficult market conditions, most respondents reported sustaining or expanding their technology investments since 2020. This trend signals a decisive shift: companies that hesitate to modernise risk falling behind as their peers accelerate digital adoption.

The message from the survey is clear—this is the time to invest in logistics technology. Even in volatile environments, digital solutions are no

longer optional but critical for sustaining competitiveness.

A Crowded and Complex Technology Landscape

While investment levels are rising, navigating the logistics technology landscape has become increasingly complex. Companies face tough questions—not just about the expected value of a tool, but also about how it integrates with enterprise systems, daily operating models, and existing logistics processes. Seamless data and technology integration is often required to avoid inefficiencies.

The survey also revealed that both shippers and providers are moving beyond foundational technology to adopt leading-edge solutions. Robotics, network digital twins, and real-time insights are no longer futuristic concepts; they are becoming practical tools to gain an edge. This



Pradeep Singal
Chairman, AITWA

maturity in adoption highlights a new era where technology is not simply about automation but about unlocking innovation and resilience.

Importantly, the findings show significant common ground between shippers and providers. Shared challenges open the door for collaboration, which could yield new solutions, improve efficiency, and reduce costs. However, companies that fail to reimagine their operating models in tandem with technology risk diminishing returns on their digital investments.

Shared Pain Points: A Call for Collaboration

Interestingly, shippers and providers face many of the same obstacles, with providers often feeling the strain more acutely. For example, staffing and driver shortages remain persistent issues with no short-term relief in sight. However, collaboration offers opportunities to address other shared challenges, such as visibility gaps, productivity inefficiencies, and rising costs. By coordinating their efforts, both sides can unlock efficiency gains while delivering stronger customer experiences.

Unsurprisingly, logistics organisations are turning to digital tools to optimise transportation and warehousing. Real-time transportation visibility, advanced planning platforms, and telematics for fleet management are among the



solutions attracting strong adoption and investment. These technologies are helping reduce costs, increase productivity, and improve service quality.

Survey data underscores this shift: 87 per cent of shippers have maintained or increased their technology investments since 2020, and 93 per cent plan to continue or expand spending over the next three years. Providers report similarly strong commitment. Digital logistics is no longer seen as a discretionary upgrade—it is an essential strategy for survival and growth.

Beyond the Basics: The Next Frontier

Foundational technologies such as transportation management systems and warehouse automation are now widespread. The next frontier of productivity lies in leading-edge solutions capable of transforming the industry. Robotics, artificial intelligence-driven insights, and digital twins offer the promise of predictive efficiency, enabling companies to simulate scenarios, anticipate disruptions, and optimise networks in real time.

Yet, identifying the right use cases remains a challenge. With so many options available, companies often struggle to decide where to invest and how to capture maximum value. This is especially true for innovative tools not yet widely adopted, which carry both potential and uncertainty. Success depends on careful alignment between technology choices, business needs, and operational readiness.

The Challenge of Integration

Adopting technology is one thing; integrating it effectively is another. Shippers and providers alike are juggling multiple systems in their transportation and warehousing operations. According to the survey, 34 per cent of providers now use as many as eight or nine technology solutions in their transportation stacks,

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transportation stacks, while 37 per cent have five or more systems supporting warehousing.

This patchwork approach can create complexity, inefficiency, and data silos if not managed carefully

while 37 per cent have five or more systems supporting warehousing. This patchwork approach can create complexity, inefficiency, and data silos if not managed carefully.

Cost and change management remain major hurdles. Around 68 per cent of shippers and 80 per cent of providers cited cost as the biggest barrier to transportation technology adoption. In warehousing, cost also topped the list of concerns. Moreover, embedding new solutions requires cultural shifts, training programs, and process redesigns—all of which take time and resources.

A Roadmap for Transformation

To succeed in the digital logistics race, companies must adopt a holistic transformation strategy that balances technology investment with organisational change. A multipronged approach includes:

- **Defining a future-state vision** with clear “from to” transformations across processes, systems, and capabilities.
- **Building scalable capabilities** to extend use cases across business units rather than confining them to pilots.
- **Driving change management** and embedding new ways of working to create a high-performance culture.
- **Investing in data infrastructure** to support seamless system integration and decision-making.
- **Redesigning processes** with value in mind, ensuring solutions are both sustainable and scalable.
- **Measuring performance continuously** and adapting early through real-time monitoring.
- **Running proof-of-concept sprints** to test, learn, and refine innovations.

This blueprint helps companies avoid fragmented adoption and ensures they capture lasting value from their investments.

Staying Ahead of the Curve

The digital transformation of logistics is accelerating. Foundational technology is now the minimum threshold for competitiveness. The companies that will pull ahead are those that push beyond the basics, integrating advanced solutions while reimagining how they operate.

For both shippers and providers, the path forward lies in bold investment, collaborative problem-solving, and disciplined execution. By embedding technology into their operating models, logistics players can strengthen resilience, enhance efficiency, and deliver the competitive advantage required to thrive in turbulent markets.

Dwell Time Performance (July 2025): PAN India



Pipavav	
Import	Export
70.1	96.3

Hazira	
Import	Export
50.5	119.6

Mundra	
Import	Export
27.7	107.3

Nhava Sheva (JNPA)	
Import	Export
22.0	78.1

Kandla	
Import	Export
27.6	85.9

Tuticorin	
Import	Export
31.2	66.5

Kochi	
Import	Export
36.3	101.4

New Mangalore	
Import	Export
138.1, 51.8*	81.6, 48.2*

Kattupalli	
Import	Export
46.8	111.3

Ennore	
Import	Export
40.3	102.7

Chennai	
Import	Export
40.3	80.9

Kolkata	
Import	Export
47.9	123.4

Visakhapatnam	
Import	Export
59.7	91.4

Haldia	
Import	Export
82.0	101.3

Gangavaram	
Import	Export
44.8	94.5

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

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

Source: NICDC Logistics Data Services Limited



Nothing's
too far

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2 Decades



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branches



400 owned
vehicles



2000 people



1.5+ million sq ft
of warehousing
space across
India



25+ hubs



400+ loadings
per day pan
India



20000+ packages
delivered daily

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एनएचएआई ने हिमाचल प्रदेश में भीषण बाढ़ और बादल फटने से हुए नुकसान के बाद कीरतपुर- मनाली खंड की बहाली का कार्य शुरू किया

हिमाचल प्रदेश के मंडी में हाल ही में आई भीषण बाढ़, कुल्लू जिले में बादल फटने और अचानक आई बाढ़ से कीरतपुर-पंडोह-कुल्लू-मनाली कॉरिडोर को हुए नुकसान को देखते हुए, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) के अध्यक्ष श्री संतोष कुमार यादव ने मुख्यालय के वरिष्ठ अधिकारियों और क्षेत्रीय कार्यालय, शिमला के अधिकारियों के साथ एक बैठक की।

बैठक का उद्देश्य स्थिति की समीक्षा करना और हिमाचल प्रदेश में एन एच- 21 के कीरतपुर- पंडोह- कुल्लू- मनाली खंड पर तत्काल बहाली/सुधार कार्य शुरू करना था। पुनर्स्थापना कार्य में कुल्लू- मनाली खंड पर दस स्थान शामिल होंगे जो पूरी तरह से बह गए हैं और पाँच स्थान जो मूसलाधार बारिश/बाढ़ से आंशिक रूप से क्षतिग्रस्त हो गए हैं, जिसके परिणामस्वरूप एन एच - 21 के माध्यम से पर्यटन नगरी मनाली का राज्य के बाकी हिस्सों से संपर्क टूट गया है।

हिमाचल प्रदेश लोक निर्माण विभाग द्वारा बनाई गई वैकल्पिक सड़क को भी नुकसान पहुँचा है, इसलिए केवल हल्के वाहनों को लोक निर्माण विभाग की सड़क से होकर भेजा गया है। एनएचएआई ने राष्ट्रीय राजमार्ग यातायात द्वारा उपयोग की जा रही पीडब्ल्यूडी सड़क की तत्काल बहाली और रख रखाव के लिए हिमाचल प्रदेश लोक निर्माण विभाग को वित्तीय सहायता देने का भी निर्णय लिया है।

कठिनाइयों को ध्यान में रखते हुए, संपर्क को तत्काल बहाल करने के लिए एनएचएआई द्वारा अस्थायी बहाली के उपाय किए जाएंगे। इस उद्देश्य के लिए, एनएचएआई क्षेत्रीय



कार्यालय, शिमला को तत्काल आवश्यक कार्य करने हेतु पर्याप्त धनराशि स्वीकृत कर दी गई है। साथ ही, एनएचएआई द्वारा स्थल पर उपलब्ध रखरखाव ठेकेदार को भी तैनात कर दिया गया है और राजमार्ग खंड की अस्थायी बहाली का कार्य युद्धस्तर पर किया जा रहा है।

इसके अलावा, कीरतपुर- पंडोह- मनाली खंड पर बारिश/बाढ़ से क्षतिग्रस्त हुए अन्य स्थानों पर स्थायी रूप से मरम्मत कार्य किया जाएगा। पुनर्स्थापना लिए एक विस्तृत परियोजना रिपोर्ट पर काम चल रहा है। स्थायी पुनर्स्थापना के विभिन्न विकल्पों पर विचार किया जा रहा है, जिनमें सुरंगों का निर्माण, ऊँची संरचनाएँ और ढलान स्थिरीकरण

शामिल हैं। अल्पकालिक सुधार के लिए एनएचएआई द्वारा लगभग 100 करोड़ रुपये की राशि स्वीकृत की गई है। इन खंडों के दीर्घकालिक समाधान के लिए भी उपाय किए जा रहे हैं।

अत्यधिक बारिश, बाढ़ और बादल फटने से पहाड़ी क्षेत्रों में राष्ट्रीय राजमार्गों को नुकसान पहुँचा है, जिससे परिवहन बाधित हुआ है और स्थानीय समुदाय प्रभावित हुए हैं। एनएचएआई इन संवेदनशील क्षेत्रों में शीघ्र बहाली और यात्रा एवं वाणिज्य पर पड़ने वाले प्रभाव को कम करने के लिए बहाली और सुरक्षा उपायों पर सक्रिय रूप से काम कर रहा है।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने गुजरात में देश की पहली मल्टी-लेन फ्री फ्लो टोलिंग प्रणाली लागू करने के लिए समझौते पर हस्ताक्षर किए



राष्ट्रीय राजमार्ग उपयोगकर्ताओं को निर्बाध और बाधा-मुक्त टोलिंग अनुभव प्रदान करने के लिए भारतीय राष्ट्रीय राजमार्ग प्राधिकरण द्वारा प्रवर्तित कंपनी भारतीय राजमार्ग प्रबंधन कंपनी लिमिटेड (आईएचएमसीएल) ने गुजरात के चौर्यासी शुल्क प्लाजा में एनएच-48 पर देश की पहली व्यापक मल्टी-लेन फ्री फ्लो (एमएलएफएफ) टोलिंग प्रणाली लागू करने हेतु आईसीआईसीआई बैंक के साथ एक समझौते पर हस्ताक्षर किए हैं।

इस ऐतिहासिक समझौते पर भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के अध्यक्ष श्री संतोष कुमार यादव और एनएचएआई, आईएचएमसीएल तथा आईसीआईसीआई बैंक के वरिष्ठ अधिकारियों की उपस्थिति में नई दिल्ली स्थित भारतीय राष्ट्रीय राजमार्ग प्राधिकरण मुख्यालय में हस्ताक्षर किए गए।

अनुबंध समझौते पर हस्ताक्षर बाधा-मुक्त टोलिंग की दिशा में एक बड़ा कदम है जिससे फास्टैग के माध्यम से निर्बाध इलेक्ट्रॉनिक टोल

संग्रह संभव होगा। गुजरात स्थित चौर्यासी शुल्क प्लाजा देश का पहला बाधा-मुक्त टोल प्लाजा होगा। इसके अलावा, हरियाणा के धरौंदा शुल्क प्लाजा में राष्ट्रीय राजमार्ग-44 पर मल्टी-लेन फ्री फ्लो आधारित टोल व्यवस्था लागू करने के लिए आईसीआईसीआई बैंक के साथ भी एक समझौते पर हस्ताक्षर किए गए। भारतीय राष्ट्रीय राजमार्ग प्राधिकरण चालू वित्त वर्ष के दौरान लगभग 25 राष्ट्रीय राजमार्ग शुल्क प्लाजा पर मल्टी-लेन फ्री फ्लो आधारित टोल व्यवस्था लागू करने की योजना बना रहा है। कार्यान्वयन के लिए ऐसे शुल्क प्लाजा की पहचान करने की प्रक्रिया वर्तमान में चल रही है।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के अध्यक्ष श्री संतोष कुमार यादव ने इस अवसर पर कहा कि मल्टी-लेन फ्री फ्लो टोलिंग प्रणाली को लागू करने का यह समझौता देश में टोलिंग के विकास और आधुनिकीकरण में एक महत्वपूर्ण कदम है। प्रौद्योगिकी का लाभ

उठाकर, यह एक अधिक कुशल, पारदर्शी और उपयोगकर्ता-अनुकूल टोलिंग इकोसिस्टम की नींव रखेगा जो राष्ट्रीय राजमार्ग संचालन में प्रौद्योगिकी-संचालित परिवर्तन के हमारे दृष्टिकोण के अनुरूप होगा और इसे देश भर में अपनाने का मार्ग प्रशस्त करेगा।

मल्टी-लेन फ्री फ्लो टोलिंग एक बाधा रहित टोलिंग प्रणाली है जो उच्च प्रदर्शन वाले आरएफआईडी रीडर्स और एनपीआर कैमरों द्वारा फास्टैग और वाहन पंजीकरण संख्या (वीआरएन) को पढ़कर लेनदेन को सक्षम बनाती है। यह टोल प्लाजा पर वाहनों को रोके बिना निर्बाध टोल संग्रह को सक्षम बनाता है, जिससे भीड़भाड़ और यात्रा समय कम होता है, जिससे ईंधन दक्षता में वृद्धि होती है और उत्सर्जन में कमी आती है। मल्टी-लेन फ्री फ्लो के कार्यान्वयन से टोल राजस्व संग्रह में सुधार और देश भर में एक अधिक स्मार्ट, तेज और कुशल राष्ट्रीय राजमार्ग नेटवर्क बनाने में भी मदद मिलेगी।

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Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
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
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Manesar	: Shop No.4, Pepsi Dhaba, Near Apna Ghar, Delhi Jaipur Highway, Village Shikhapur, More, Manesar - 122001	7838900139	7995000453	7995000448
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Driving becomes very challenging during monsoon season in India. Low visibility, flood, landslides and debris are a few causes. Some of safety tips that truck drivers can follow to overcome these situations are: during monsoon season.

1. Check Your Tyres:

Ensure tyres are in good condition. Also, check tyre strain and track depth consistently to maintain ideal performance.

2. Maintain Proper Visibility:

Always clean your windshield and windows before each journey. Ensure wipers are not broken. Keep your headlights on consistently to improve visibility.

3. Drive at a Safe Speed:

As roads become slippery during rainstorms, drive slow and maintain a safe distance from other vehicles.

4. Avoid Waterlogged Areas:

Plan your route to avoid flooded areas as passing through waterlogged areas can harm your truck's motor and brakes. Use a backup route in stead.

5. Use Anti-Skid Chains if Necessary:

Use anti-skid chains to improve tyre traction in hilly areas to lessen the risk of slipping and to control the wheels .

6. Brake Gently:

Unexpectedly slowing down on wet streets can make your truck slide. Apply the brakes delicately and in a controlled way to keep up with security.

7. Check Your Brakes:

Before leaving on a journey, review your truck's brakes thoroughly. Wet circumstances can influence brake responsiveness.

8. Keep Emergency Supplies:

Never forget to carry emergency supplies, such as a medical aid unit, flashlight, and essential repair instruments. These possessions are inevitable to overcome crises.

9. Stay Informed About the Weather:

Monitor weather reports routinely and stay updated on street conditions to design your journey route effectively and avoid possible hazards.

10. Rest and Stay Alert:

Fatigue can impair your response time and critical thinking skills. Take regular, long breaks to rest and revive.

Safety Tips to Drive in Monsoon Season





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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA

UNSTARRED QUESTION NO - 3142

ANSWERED ON - 20/08/2025

HIGHWAY UPGRADES AND TOLL IMPACT IN RURAL AREAS

3142. DR. PARMAR JASHVANTSINH SALAMSINH:

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

- (a) steps to upgrade feeder routes and regional highways in rural districts to reduce congestion and improve connectivity;
- (b) mechanisms to assess and mitigate the impact of toll hikes on rural commuters and transporters in agrarian areas; and
- (c) status of wayside amenities along national highways in Gujarat and how many of the fifty six approved sites are completed in rural and semi-urban districts?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) Government in Ministry of Road Transport and Highways is responsible for construction and development of National Highways. Development of State Highways and Feeder Routes within the State are taken up by the respective State Governments as per the requirement. The National Highways are generally planned keeping in view various parameters like traffic density, connectivity to important cities, economic zones, logistic hubs, ports, airports, railway stations, industrial clusters, tourist/ religious sites, etc.

(b) User fee discounts and monthly passes are available to National Highways users as per the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008. Additionally, the NH Fee Rules already include provisions that exempt users of two-wheelers, three-wheelers, tractors, combine harvesters, and animal-drawn vehicles from paying user fees at fee plaza on National Highways, thereby benefiting rural highway users. Further, the Government has introduced a provision for an Annual Pass in the National Highway Fee Rules, 2008, for non-commercial cars, jeeps, and vans, effective from 15th August 2025, across the country. According to this provision, a person owning a mechanical vehicle for non-commercial purpose, having a valid and functional FASTag, shall be eligible to obtain a pass on payment of fee of rupees three thousand which shall be valid for one year or for two hundred crossings through any fee plaza on a national highway, whichever is earlier. The Annual Pass scheme aims to reduce frequent recharge of FASTag & user fee burden on non-commercial vehicle (cars, jeeps, and van) users.

© As on date, 46 Wayside Amenities have been awarded in the State of Gujarat along National Highways/Expressways out of which 09 have been made operational.

अगस्त तक
हैं तो और टैरिफ लगाया जाएगा।

इलेक्ट्रिक ट्रक की खरीद पर ₹9.60 लाख तक की सब्सिडी

पत्रिका न्यूज नेटवर्क
patrika.com

नई दिल्ली. केंद्र सरकार ने पीएम ई-ड्राइव योजना के तहत शुक्रवार को इलेक्ट्रिक ट्रकों की खरीद पर ग्राहकों को 9.60 लाख रुपये तक की सब्सिडी देने की योजना शुरू कर दी। यह पहली बार है जब इलेक्ट्रिक ट्रक की खरीद को बढ़ावा देने के लिए योजना लाई गई है।

भारी उद्योग एवं इस्पात मंत्री एचडी कुमारस्वामी ने कहा कि इस योजना के तहत 10,900 करोड़ रुपये के बजट में से 500 करोड़ रुपये इलेक्ट्रिक ट्रकों के लिए निर्धारित किए गए हैं। बंदरगाह, लॉजिस्टिक, सीमेंट और इस्पात सहित अन्य उद्योग इस योजना के प्रमुख लाभार्थी होंगे। इसके तहत 5600 इलेक्ट्रिक ट्रकों को समर्थन देने की योजना है।

5 साल होगी बैटरी की वारंटी

यह प्रोत्साहन खरीद मूल्य में एकमुश्त कटौती के रूप में प्रदान किए जाएगा और मूल उपकरण विनिर्माताओं (ओईएम) को पीएम ई-ड्राइव मंच के माध्यम से 'पहले आओ, पहले पाओ' के आधार पर दिया जाएगा। इलेक्ट्रिक ट्रकों की विश्वसनीयता सुनिश्चित करने के लिए ऑटोमोबाइल कंपनी वारंटी प्रदान करेंगे। इसमें बैटरी के लिए 5 साल या पांच लाख किलोमीटर की वारंटी शामिल होगी, जबकि वाहन और मोटर के लिए वारंटी 5 साल या 2.5 लाख किलोमीटर (जो भी पहले हो) होगी।

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TIMES NATION

SUNDAY TIMES OF INDIA, BENGALURU
AUGUST 31, 2025

No MV tax on vehicle not used in public areas: SC

TIMES NEWS NETWORK

New Delhi: The Supreme Court has held that the motor vehicles tax, which is imposed for use of public places and infrastructure, cannot be levied if a vehicle does not use the same.

"Motor vehicle tax is compensatory in nature. It has a direct nexus with the end use. The rationale for levy of motor vehicle tax is that a person who is using public infrastructure, such as roads, highways, etc. has to pay for such usage. Legislature has consciously used the expression 'public place' in Section 3. If a motor vehicle is not used in a 'public place' or not kept for use in a 'public place'

then the person concerned is not deriving benefit from the public infrastructure; therefore, he should not be burdened with the motor vehicle tax for such period," a bench of Justices Manoj Misra and Ujjal Bhuyan said. The bench passed the order while interpreting the Andhra Pradesh Motor Vehicle Taxation Act, whose Section 3 says govt may from time to time direct that a tax shall be levied on every motor vehicle used or kept for use in a public place in the state.

It thereby allowed the plea of a company which had submitted that it was not liable to pay tax as its vehicles were used in the central dispatch yard prem-



SC passed the order while interpreting Andhra Pradesh Motor Vehicle Taxation Act, whose Section 3 says govt may from time to time direct that a tax shall be levied on every motor vehicle used or kept in a public place

ises belonging to Visakhapatnam Steel Plant of Rashtriya Ispat Nigam Limited (RINL) and were not plying on public roads. The state had taken the stand

that actual use or non-use of public roads could not be grounds for escaping tax liability. The Supreme Court bench said the taxable event under

Section 3 arises when a vehicle is used or kept for use in a public place in the state.

"Therefore, the tax is on the user or intendment for use of motor vehicle in a 'public place'. Thus, if a vehicle is actually used in a 'public place' or kept in such a way that it is intended to be used in a 'public place', then the tax liability accrues. Requirement of law is that the motor vehicle should be used or kept for use in a 'public place'. When admittedly the motor vehicles of the appellant were confined for use within the RINL premises, which is a closed area, then the question of the vehicles being used or kept for being used in a 'public

place' does not arise," it said.

"Therefore, the said vehicles are not liable to be taxed for the period the said vehicles were used or kept for use within the restricted premises of RINL. Argument of the respondent (govt authority) that appellant had not intimated non-use of the motor vehicles in terms of Rule 12A does not carry much persuasion in view of what we have discussed supra. Thus, even in the absence of any intimation in terms of Rule 12A, motor vehicles of the appellant cannot be subjected to motor vehicle tax for the period those were used or kept confined within restricted premises of RINL," the bench said.

Hindu marriage not invalid just for want of registration proof: HC

Rajesh Kumar Pandey | TNN

Prayagraj: A Hindu marriage can't be held invalid merely because it is not registered, Allahabad high court has ruled, setting aside a family court order that dismissed a couple's petition for divorce by mutual consent for want of a marriage registration certificate.

Justice Manish Kumar Nigam, in his order delivered on Tuesday, allowed the writ petition filed by one Sumit Dubey. The petitioner and his wife had filed an application before Azamgarh family court, seeking divorce by mutual consent on Oct 23, 2024.

The court directed the couple to submit their marriage certificate on July 29, 2025. When they failed to produce it, the family court rejected their petition two days later.

The petitioner then moved the HC.



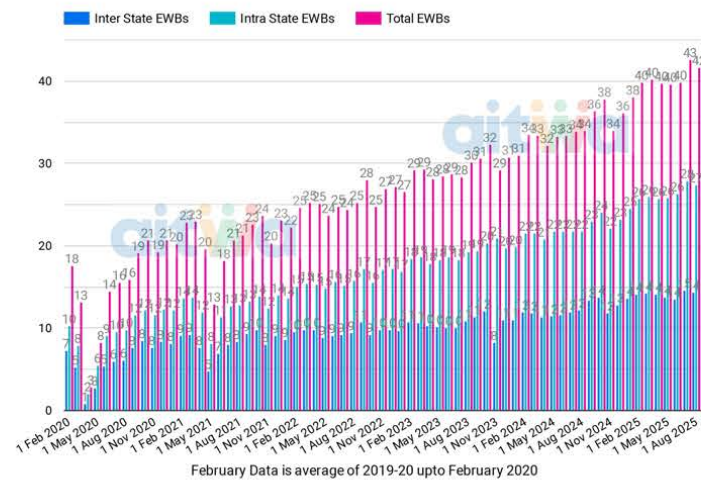
Eway Bill Dashboard

Developed & compiled by

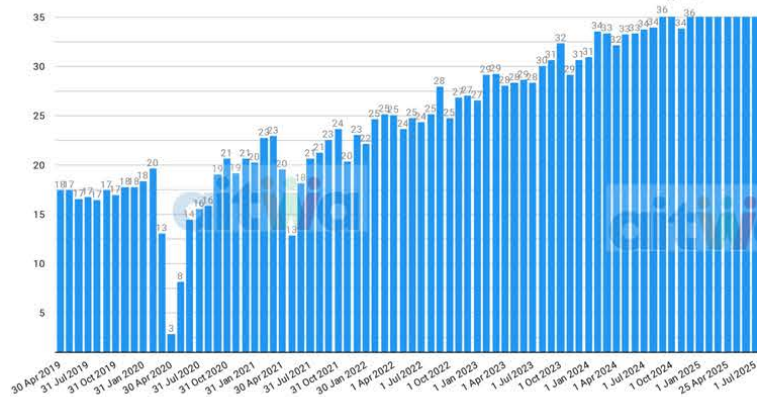


Last updated on 10th September 2025 | Data as on 31st August 2025

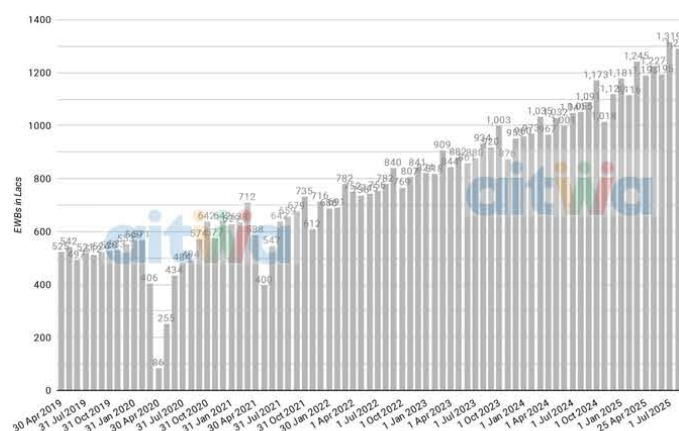
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



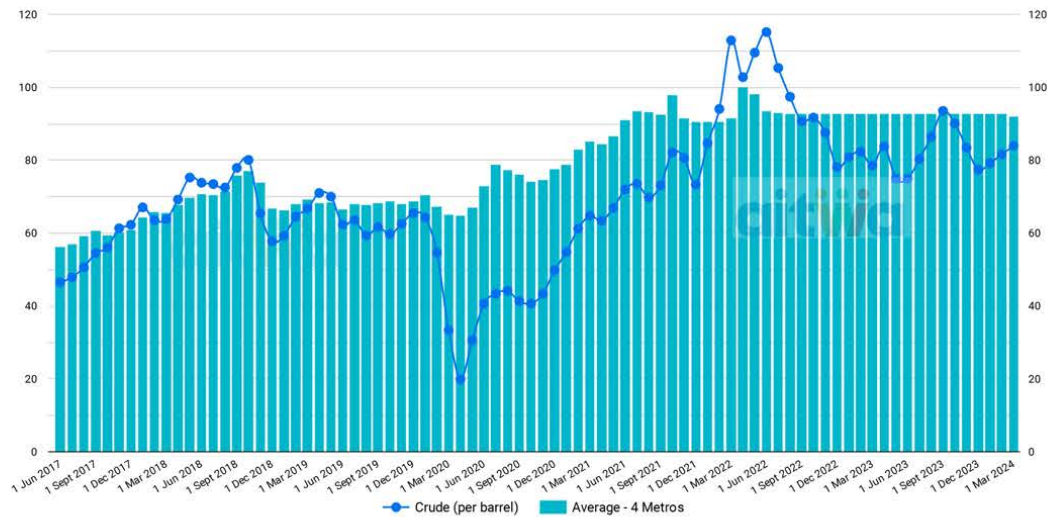
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

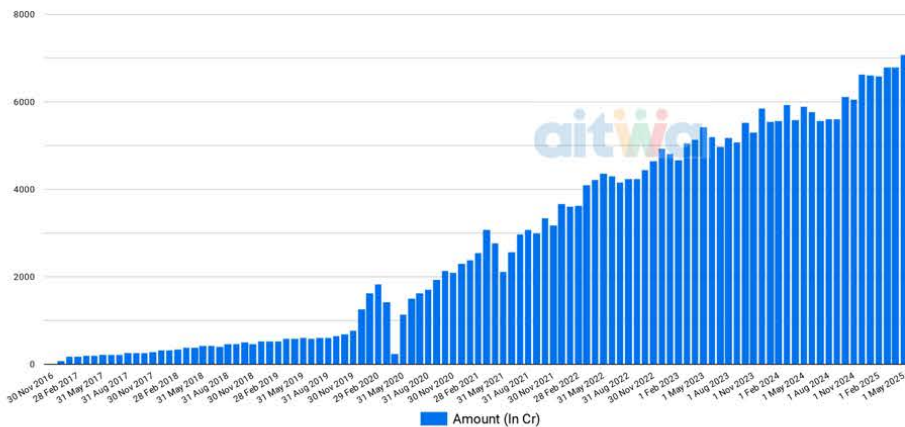
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



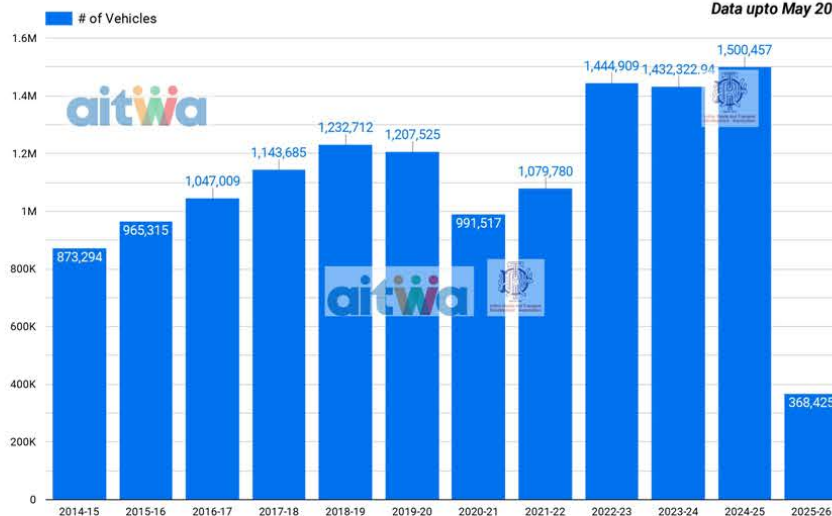
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto May 2025



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To July		
		July 2025	July 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	265.1	253.9	4.4	1278.0	1666.8	-23.3
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	791.1	772.6	2.4	3075.5	2969.3	3.6
4	Chennai	37613.3	32853.5	14.5	144446.2	123219.5	17.2
5	Coimbatore	1108.2	1079.0	2.7	4197.0	3675.4	14.2
6	Goa	490.1	356.9	37.3	1680.3	1718.5	-2.2
7	Imphal	535.8	478.9	11.9	2198.6	1725.8	27.4
8	Kolkata	14787.1	15232.9	-2.9	55085.3	56865.7	-3.1
9	Kozhikode	1626.2	1836.3	-11.4	6691.8	7188.5	-6.9
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	613.8	697.6	-12.0	2528.3	2433.6	3.9
12	Rajkot (Hirasar)	48.7	56.1	-13.2	167.1	217.7	-23.3
13	Srinagar	769.7	981.1	-21.5	4060.8	4320.4	-6.0
14	Surat	713.0	448.4	59.0	2710.3	2532.7	7.0
15	Tiruchirappalli	612.0	522.7	17.1	2325.7	2042.6	13.9
16	Tirupati	11.1	0.0	-	97.9	23.7	-
17	Varanasi	667.8	577.2	15.7	2456.6	2078.5	18.2
18	Vijayawada	91.5	61.1	49.6	448.9	357.1	25.7
Total		60744.4	56208.1	8.1	233448.2	213035.8	9.6
(B) 6 PPP International Airports							
19	Ahmedabad	9119.6	8596.8	6.1	36545.5	33717.2	8.4
20	Guwahati	2567.8	2236.8	14.8	9093.6	7988.4	13.8
21	Jaipur	2348.5	1845.0	27.3	7581.2	6567.5	15.4
22	Lucknow	1828.0	1970.0	-7.2	7717.2	7464.3	3.4
23	Mangalore	179.5	167.1	7.4	429.8	813.9	-
24	Thiruvananthapuram	1804.5	2054.0	-12.1	7368.4	7446.2	-1.0
Total		17847.9	16869.6	5.8	68735.6	63997.5	7.4
(C) 7 JV International Airports							
25	Bangalore (BIAL)	47670.0	45469.0	4.8	173301.0	170182.0	1.8
26	Delhi (DIAL)	95853.2	91937.2	4.3	372409.6	355521.1	4.8
27	Hyderabad (GHIAL)	15032.9	15657.1	-4.0	57170.0	56406.8	1.4
28	Kannur (KIAL)	337.3	373.5	-9.7	1482.4	1514.2	-2.1
29	Kochi	6050.9	5772.5	4.8	23033.6	21781.9	5.7
30	Mumbai (MIAL)	77367.4	76246.9	1.5	304895.2	297125.3	2.6
31	Nagpur	938.6	741.4	26.6	3284.0	2874.4	14.2
Total		243250.3	236197.5	3.0	935575.8	905405.6	3.3
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	235.1	281.2	-16.4	1112.8	809.7	37.4
33	Shirdi	3.2	6.1	-47.6	21.5	20.5	4.4
Total		238.3	287.4	-17.1	1134.2	830.2	36.6
(E) 12 Custom Airports							
34	Agartala	456.8	472.9	-3.4	2269.2	1915.9	18.4
35	Aurangabad	98.3	87.5	12.4	369.8	246.6	49.9
36	Bagdogra	937.5	789.8	18.7	3315.1	3106.0	6.7
37	Bhopal	196.4	209.6	-6.3	796.0	755.1	5.4
38	Chandigarh	1235.9	1300.8	-5.0	5105.9	5543.5	-7.9
39	Gaya	0.0	0.0	-	0.0	0.0	-
40	Indore	934.7	888.4	5.2	3655.9	3457.9	5.7
41	Madurai	265.1	339.4	-21.9	1105.7	1110.5	-0.4
42	Patna	963.6	743.7	29.6	4278.2	3033.5	41.0
43	Pune	3901.8	3480.8	12.1	15981.2	12963.2	23.3
44	Vadodara	167.6	95.6	75.4	752.1	492.7	52.6
45	Visakhapatnam	434.5	263.8	64.7	1884.8	1549.2	21.7
Total		9592.3	8672.2	10.6	39513.8	34174.2	15.6
(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	8.4	2.5	-	42.7	13.0	-
49	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
50	Bareilly	0.0	0.0	-	0.0	0.0	-
51	Belagavi	0.6	2.3	-74.6	1.8	8.4	-78.1
52	Bhatinda	0.0	0.0	-	0.0	0.0	-
53	Bhavnagar	0.0	0.0	-	0.0	0.0	-
54	Bhuj	0.3	0.1	-	1.4	1.4	0.6
55	Bhujtar(Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	27.9	24.8	12.7	343.8	203.8	68.7
60	Dehradun	160.0	190.9	-16.2	877.2	911.1	-3.7
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	144.2	78.1	84.7	408.1	474.3	-14.0
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
65	Gondia	0.0	0.0	-	0.0	0.0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To July		
		July 2025	July 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	19.5	27.5	-29.0	81.4	91.6	-11.1
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	0.7	0.0	-	1.7	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	18.7	79.2	-76.4	140.9	329.6	-57.3
76	Jamnagar	42.3	18.1	-	69.5	66.1	-5.1
77	Jharsuguda	0.0	0.0	-	0.0	0.0	-
78	Jodhpur	8.3	8.7	-4.3	37.5	35.3	6.1
79	Jorhat	19.1	19.0	0.4	45.3	57.5	-21.1
80	Juhu	23.2	20.0	16.0	89.3	96.8	-7.8
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	7.4	8.5	-13.5	88.5	31.9	-
84	Kanpur(Civil)	0.0	0.0	-	0.0	0.0	-
85	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
86	Khajuraho	0.0	0.0	-	0.0	0.0	-
87	Kishanganrh	0.0	0.0	-	0.0	0.0	-
88	Kolhapur	0.0	0.0	-	0.0	0.0	-
89	Kota	0.0	0.2	-	0.0	0.0	-
90	Lakhimpur(Lilabari)	0.0	0.0	-	0.0	0.0	-
91	Leh	158.5	158.1	0.3	468.3	714.8	- 34.5
92	Ludhiana	0.0	0.0	-	0.0	0.0	-
93	Mohanbari(Dibrugarh)	99.8	78.6	26.9	369.3	316.9	16.5
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	2.0	3.4	-42.2	12.2	16.1	- 24.2
100	Puducherry	0.0	0.0	-	0.0	0.0	-
101	Raipur	461.4	409.5	12.7	1687.5	1675.9	0.7
102	Rajahmundry	1.7	3.7	-54.8	12.1	9.1	32.3
103	Ranchi	745.6	486.0	53.4	2385.3	2721.6	-12.4
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	98.9	48.1	-	272.6	116.2	-
111	Tezpur	0.0	7.6	-	0.0	9.0	-
112	Tezu	0.0	0.0	-	0.0	0.0	-
113	Tuticorin	0.7	0.6	24.6	4.4	2.2	96.9
114	Udaipur	17.7	24.9	-28.9	130.6	86.8	50.5
(F) 69 Domestic Airports		2067.1	1700.3	21.6	7571.3	7989.8	-5.2
(G) 28 St.Govt. / Pvt Airports							
115	Aizawl(Lengpui)	155.1	92.2	68.2	446.7	322.8	38.4
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	Datia	0.0	0.0	-	0.0	0.0	-
125	Durgapur	88.0	35.0	-	256.9	173.3	48.2
126	Hisar	0.0	0.0	-	0.0	0.0	-
127	Jagdalpur	0.0	0.0	-	0.0	0.0	-
128	Jamshedpur	0.0	0.0	-	0.0	0.0	-
129	Jeypore	0.0	0.0	-	0.0	0.0	-
130	Kurnool	0.0	0.0	-	0.0	0.0	-
131	Mundra	0.0	0.0	-	0.0	0.0	-
132	Nanded	0.0	0.0	-	0.0	0.0	-
133	Nasik(Hal Ozar)	497.2	284.7	74.7	3147.2	814.8	-
134	Pasighat	0.0	0.0	-	0.0	0.0	-
135	Pithoragarh	0.0	0.0	-	0.0	0.0	-
136	Rourkela	0.0	0.0	-	0.0	0.0	-
137	Shivamogga	0.0	0.0	-	0.0	0.0	-
138	Shravasti	0.0	0.0	-	0.0	0.0	-
139	Sindhudurg	0.0	0.0	-	0.0	0.0	-
140	Utkela	0.0	0.0	-	0.0	0.0	-
141	Vijayanagar	0.0	0.0	-	0.0	0.0	-
142	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 28 St.Govt. / Pvt Airports		740.3	411.8	79.8	3856.8	1311.0	-
Grand Total (A+B+C+D+E+F+G)		334480.6	320346.9	4.4	1289836.0	1226744.2	5.1

Source: A.A.I.

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

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2024-25
					FIN.	RAW	Thermal & Steam	Coking & Others					
KOLKATA	TRF APRIL-AUG, 2025	174	215	-	562	3	-	49	5456	315	1152	7611	
	TRF APRIL-AUG, 2024	146	244	-	319	7	-	96	3824	258	1485	6121	24.34
Haldia Dock Complex	TRF APRIL-AUG, 2025	4249	2894	26	21	198	851	7349	1378	83	3659	20625	
	TRF APRIL-AUG, 2024	3776	2505	352	67	166	-	5878	1173	65	4299	18216	13.22
TOTAL: SMP, KOLKATA	TRF APRIL-AUG, 2025	4423	3109	26	583	201	851	7398	6834	398	4811	28236	
	TRF APRIL-AUG, 2024	3922	2749	352	386	173	0	5974	4997	323	5784	24337	16.02
PARADIP	TRF APRIL-AUG, 2025	19188	717	7222	271	2460	21712	7114	224	11	5745	64653	
	TRF APRIL-AUG, 2024	14379	789	11316	33	2434	21359	7085	173	11	5026	62594	3.29
VISAKHAPATNAM	TRF APRIL-AUG, 2025	11660	693	5197	737	889	3764	2133	4185	254	6151	35409	
	TRF APRIL-AUG, 2024	9099	481	5132	386	620	4758	3657	4868	306	6766	35767	-1.00
KAMARAJAR(ENNORE)	TRF APRIL-AUG, 2025	2254	81	-	-	-	9429	1074	5529	286	1605	19972	
	TRF APRIL-AUG, 2024	2153	77	-	-	-	9499	1026	5679	294	1289	19723	1.26
CHENNAI	TRF APRIL-AUG, 2025	6511	485	609	4	199	-	-	15727	815	1228	24763	
	TRF APRIL-AUG, 2024	5803	626	674	-	34	-	-	14113	731	1450	22700	9.09
V.O.CHIDAMBARANAR	TRF APRIL-AUG, 2025	220	612	-	201	338	3028	3801	7236	362	2454	17890	
	TRF APRIL-AUG, 2024	167	562	-	158	356	4150	3591	6717	336	1766	17467	2.42
COCHIN	TRF APRIL-AUG, 2025	10906	247	-	-	66	-	-	4309	322	527	16055	
	TRF APRIL-AUG, 2024	10490	220	-	-	74	-	-	4822	361	382	15988	0.42
NEW MANGALORE	TRF APRIL-AUG, 2025	10372	933	2226	188	15	2500	496	1075	84	344	18149	
	TRF APRIL-AUG, 2024	11049	1363	233	231	45	2727	527	993	74	257	17425	4.15
MORMUGAO	TRF APRIL-AUG, 2025	226	165	1215	98	-	805	3507	-	-	1855	7871	
	TRF APRIL-AUG, 2024	232	168	1353	93	-	835	3052	-	-	1360	7093	10.97
MUMBAI	TRF APRIL-AUG, 2025	17648	915	2533	265	37	3406	-	6	1	4061	28871	
	TRF APRIL-AUG, 2024	17052	779	2187	148	-	3672	-	2	-	4481	28321	1.94
J.N.P.A.	TRF APRIL-AUG, 2025	1596	1087	-	-	-	-	-	37557	3315	1030	41270	
	TRF APRIL-AUG, 2024	1356	1157	-	-	-	-	-	34108	2931	803	37424	10.28
DEENDAYAL	TRF APRIL-AUG, 2025	26028	5292	812	1423	178	7911	276	4145	234	15226	61291	
	TRF APRIL-AUG, 2024	26707	5114	678	1401	199	8618	322	2795	166	13500	59334	3.30
ALL PORTS	TRF APRIL-AUG, 2025	111032	14336	19840	3770	4383	53406	25799	86827	6082	45037	364430	
	TRF APRIL-AUG, 2024	102409	14085	21925	2836	3935	55618	25234	79267	5533	42864	348173	4.67
% Variation from previous year		8.42	1.78	-9.51	32.93	11.39	-3.98	2.24	9.54	9.92	5.07	4.67	

Source: I.P.A.

Fastag Annual Pass Scheme



The Government has introduced an amendment in the National Highways Fee (Determination of Rates and Collection) Rules, 2008, vide the Gazette amendment Notification No. G.S.R. 388(E) published on 17th June, 2025. The amendment introduced a FASTag Annual Pass for non-commercial cars, jeeps, and vans, which has been effective from 15th August, 2025. Annual Pass scheme will be activated on payment of Rs. 3000/- and offers travel for non-commercial car/jeep/vans on all National Highway/National Expressway fee plaza for one year or upto 200 fee plaza crossings whichever is earlier. In a closed user fee collection system, entry and exit of a vehicle through a fee plaza shall be

considered as a single crossing. The Annual Pass scheme aims to reduce frequent recharge of FASTag & user fee burden on non-commercial vehicle (car/jeep/vans) users.

The Annual pass is applicable on National Highway (NH) and National Expressway (NE) fee plazas. While the Annual Pass presently does not apply to State Highways & Expressways, if the State Government is willing to introduce such pass system for the State Highways/ Expressways, full technical support will be offered for the purpose.

The Ministry has introduced the following measures which will result in reduction of user fees at fee plazas on National Highways:

(i) FASTag-based Annual Pass Scheme for non-commercial

car/jeep/van, became effective from 15th August, 2025, as notified in Gazette Notification No. G.S.R. 388(E) dated 17th June 2025. This scheme offers 200 NH fee plaza crossings or one year validity, whichever is earlier, by payment of Rs. 3000/- (Rupees three thousand).

(ii) The Ministry vide Gazette Notification No. G.S.R. 437(E) dated 1st July, 2025 has recently rationalized the rate of fee for use of a section of national highway comprising of structure or structures, which shall be calculated by adding ten times the length of structure or structures, to the length of the section of national highway excluding the length of structure or structures, or five times the total length of section of national highway, whichever is lesser.

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