



# Parivahan | परिवहन Pragati | प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

## Customer-Centric Logistics: Building Trust and Loyalty in Logistics

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Government Emphasizes on Building a More  
Inclusive, Safe, and Dignified Transport Ecosystem

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AITWA-IRTDA E-way Bill Data And More





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# Customer-Centric Logistics: Redefining Delivery in the Current Age

Dear Readers, ,

As you are aware that Parivahan Pragati – the voice of All India Transporters' Welfare Association is committed to keeping you informed about the latest trends shaping the logistics sector while critically examining their opportunities and challenges. . In this issue, we are discussing why customer centricity, prioritizing the needs and experience of customer, is essential for driving business success in today's dynamic logistics landscape.

In today's hyper-connected world of e-commerce and on-demand delivery, customer expectations are higher than ever . Shoppers no longer see fast delivery as an added benefit; it's the new standard . What they demand now is reliability, transparency, and flexibility, with real-time tracking and options that fit their busy lives . For businesses in the transportation and logistics sector, this shift in consumer behavior presents both a challenge and an opportunity. Companies that embrace customer centric logistics—an approach that places the customer at the core of every operational decision—are better positioned to not only meet these expectations but also to earn trust, build loyalty, and gain a competitive edge in a crowded marketplace.

Customer-centric logistics marks a significant from traditional models. While conventional logistics has focused largely on reducing costs and improving efficiency, this new approach prioritizes the customer's

needs, preferences, and pain points . It's about understanding what makes the delivery experience seamless and meaningful for the customer and then designing logistics solutions that meet those requirements. By doing so, businesses are no longer just moving goods from one place to another; they are creating an experience that customers can rely on and value. The advantages of such an approach are far-reaching. Personalized delivery options and real-time updates enhance customer satisfaction, flexible delivery choices reduce failed attempts and wasted resources, positive experiences encourage repeat purchases and advocacy, and companies that prioritize customers distinguish themselves in an increasingly competitive logistics industry.

One of the most effective ways to implement customer-centric logistics is to personalize the delivery process. The era of the “one-size-fits-all” model is over; businesses that offer tailored delivery solutions are far more likely to win customer loyalty. Out of home delivery options, such as lockers and pickup points, provide flexibility for customers who may not be at home during traditional delivery hours. This allows them to collect parcels at their own convenience. Likewise, offering Flexible delivery windows further enhance the experience, gives customers more control over when their orders arrive , which also reduces the likelihood of failed delivery attempts. These measures



**Ashok Gupta**

may seem simple, but they address real pain points and create an experience that feels designed around the customer's life's , not the logistics company's schedule .

Technology plays an equally crucial role in this transformation. Today's consumers are accustomed to real-time updates in almost every aspect of their lives, from tracking a ride-hailing service to watching their food delivery on an app. Logistics must offer the same level of visibility. Real-time parcel tracking and proactive notifications have become essential . Customers no longer want vague timeframes ; they expect to know exactly where their parcel is and when it will arrive. Proactive alerts about potential delays or issues build confidence by showing that the company values transparency and is committed to keeping customers informed. In an industry where reliability is key to reputation, this kind of technological integration can be the difference between customer frustration and lasting loyalty.

Beyond delivery speed and tracking, communication is another cornerstone





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of customer-centric logistics. Customers now expect support to be accessible across multiple channels, from traditional options like phone and email to live chat and social media. Social media, in particular, is a double-edged sword. It offers customers a quick and convenient way to connect with businesses, but it also provides a public platform for airing frustrations. Companies that actively monitor and engage on these platforms can turn potential negatives into positives by responding promptly and constructively. This Real-time engagement not only resolves issues quickly but also demonstrates attentiveness, which helps build stronger relationships and enhance brand reputation.

For many businesses, shifting to customer-centric logistics requires strategic partnerships. Collaborating with established service providers that specialize in customer-focused delivery can accelerate progress and provide access to advanced technology, innovative practices, and proven expertise. By choosing partners who share a people-first ethos, businesses can strengthen their offerings and consistently deliver superior service. This approach allows them to invest in cutting-edge delivery technologies, provide flexible and efficient services designed around customer needs, and build long-term



relationships founded on transparency and trust. Ultimately, these partnerships transform logistics from a basic back-end function into a powerful driver of customer satisfaction and business growth.

As e-commerce continues to expand and consumer behavior evolves, the importance of customer-centric logistics will only grow. It is no longer an optional enhancement but a necessity for businesses that want to thrive in a competitive environment. Companies that place the customer at

the center of their logistics operations will not only keep pace with rising expectations but also set new benchmarks for service excellence. The future of logistics isn't just about speed or cost efficiency; it's about creating experiences that are personal, reliable, and transparent. By embracing a customer-first mindset, businesses will position themselves for sustainable growth, stronger loyalty, and long-term success in an industry that increasingly values people as much as parcels.

— X —

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in return. You are doing Business not Kindness.***

*Brahma Xumaris*





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# From Delivery to Delight: The Power of Customer- Centric Logistics

**I**n today's intensely competitive business environment, putting the customer at the heart of every strategy has become the lifeblood of sustainable growth and strong brand recognition. No matter which industry you examine, one theme remains consistent: the rising emphasis on customer experience. Businesses across the world are pouring resources into discovering new ways to enhance it, because they know that in the end, a satisfied customer is not merely a buyer but also the most authentic and effective brand ambassador. Word-of-mouth, positive reviews, and repeat purchases all stem from the same source—a customer who feels valued and understood.

The financial case for prioritising customer experience is undeniable. Research suggests that a business earning one billion dollars annually could add as much as seven hundred million dollars in additional revenue within just three years by investing in customer experience initiatives. Such numbers are hard to ignore. They highlight that customer-centric strategies are not simply a matter of ethics or branding but a fundamental business decision with long-term benefits. In a market characterised by fierce competition and relentless disruption, brands that fail to prioritise customers risk losing relevance, while those that succeed in creating lasting satisfaction build loyalty and resilience that stand the test of time.

The era of rapid digitalisation has only accelerated this shift. New technologies are redefining how businesses operate, and artificial

intelligence sits firmly at the centre of this transformation. From chatbots and recommendation engines to predictive analytics and automated supply chains, AI is enabling businesses to personalise experiences on a massive scale. Nowhere is this more evident than in labour-intensive industries such as shipping and logistics. What was once considered a rigid, cost-focused system has been reimaged into a dynamic, intelligent process that not only streamlines the movement of goods across international borders but also creates space for personalisation, responsiveness, and even sustainability. By integrating AI, companies are achieving levels of efficiency that were previously unimaginable, while also making customer-centric and carbon-neutral logistics a realistic and achievable target.

To understand customer-centric logistics more clearly, it helps to contrast it with the traditional model. Conventional logistics has long emphasised efficiency: delivering goods quickly, cheaply, and with minimal waste. While those priorities still matter, the modern approach goes further by centring the customer's experience. Today, businesses ask deeper questions: How do customers interact with our products? What frustrations do they encounter? What makes them return? Customer-centric logistics, therefore, is not just about moving items from point A to point B but about ensuring that every interaction along the supply chain—from procurement and



**Ashok Goyal**  
National President, AITWA

manufacturing to distribution and final delivery—enhances satisfaction. It represents a mindset shift: efficiency is no longer measured solely by cost or speed but by the value created for the end user.

This explains why brands across industries are investing heavily in elevating customer satisfaction. In today's cutthroat competition, survival depends on staying a step ahead of consumer expectations. Hyperlocal delivery services offer striking examples of this. Platforms such as Blinkit, Zepto, and Swiggy Instamart compete not only to deliver groceries and essentials in record time but also to enrich the customer's overall experience. Speed is only part of their appeal. Attractive, sustainable packaging, customised delivery preferences, and thoughtful touches like surprise freebies for large orders all contribute to stronger engagement and brand affinity. These companies understand that while rapid delivery is impressive, it is the emotional connection and sense of being valued that truly earns customer loyalty.

The broader market trends confirm the





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rising importance of customer-centric approaches. In 2023, the global market for customer experience management was valued at over twelve billion dollars and is projected to grow at a compound annual growth rate of nearly sixteen per cent between 2024 and 2030. This growth is fueled by the understanding that poor customer service is costly. Studies show that eighty-nine per cent of customers stop doing business with a company after a negative experience. Conversely, sixty-eight per cent are willing to pay more for products or services from companies with a reputation for excellent service, and ninety-three per cent are likely to return to brands that provide exceptional experiences. Perhaps most strikingly, even a modest five per cent increase in customer retention can boost revenues by anywhere from twenty-five to ninety-five per cent. Such statistics make it clear that customer-centric logistics is not optional—it is essential.

Artificial intelligence and big data analytics have made it easier than ever for businesses to pursue this approach. Real-time insights allow companies to anticipate customer needs, tailor delivery schedules, and personalise services at scale. Logistics systems can now predict traffic patterns, optimise routes, and send proactive updates, ensuring that customers remain informed and reassured throughout the delivery process. The ability to track, measure, and act on data means businesses no longer operate on assumptions; they can respond directly to customer behaviour, turning expectations into tangible improvements. Beyond operational efficiency, the goal is to create experiences that resonate—ones that customers can relate to and trust. In a crowded marketplace, relatability and consistency are what separate admired brands from forgotten ones.

The role of logistics in this



***The role of logistics in this transformation cannot be overstated. Traditionally, logistics ensured that supply chains functioned smoothly by moving raw materials and products efficiently. But in today's environment, that is not enough***

transformation cannot be overstated. Traditionally, logistics ensured that supply chains functioned smoothly by moving raw materials and products efficiently. But in today's environment, that is not enough. Customers expect choice, flexibility, and personalisation. They want to select delivery windows that suit their schedules, choose sustainable options, and receive real-time communication about their orders. Businesses that offer these features gain a decisive advantage. Moreover, incorporating customer feedback into logistics planning helps companies refine their operations continuously, improving both efficiency and satisfaction.

Happy customers not only stay longer but also recommend the brand to others, multiplying the impact through organic advocacy.

Ultimately, customer-centric logistics is about weaving together multiple elements—data-driven insights, artificial intelligence, personalisation, and collaboration across stakeholders. Large industry players are already committing substantial resources to these areas, aware that success in the modern economy depends on more than cost-cutting or speed. It requires an empathetic understanding of customer needs, proactive anticipation of challenges, and the willingness to innovate continuously. Businesses that achieve this alignment transform logistics from a behind-the-scenes function into a strategic advantage.

The future belongs to companies that put customers first. In logistics and beyond, the ability to consistently deliver experiences that are personal, reliable, and transparent will define which brands thrive and which fade away. By committing to a customer-centric approach, organisations not only secure immediate gains in satisfaction and retention but also build the foundation for long-term growth, resilience, and enduring brand loyalty in a world where customer expectations will only continue to rise.





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# Customer-Centric Business Models: Driving Transformation Through AI and Experience

For years, organisations have invested heavily in digital transformation as a pathway to growth, efficiency, cost savings, and innovation. From automation to advanced analytics, digital technologies—particularly artificial intelligence (AI) and generative AI—have become central to strategic agendas. Yet, despite these efforts, success often remains elusive. According to McKinsey research, organisations capture less than one-third of the value they expect from digitalisation. Many fall into the trap of addressing digital transformation in silos, where individual functions pursue isolated initiatives with little coordination. This fragmented approach results in suboptimal outcomes: disjointed customer experiences, duplicated investments, and missed opportunities for synergy.

By contrast, organisations that have succeeded in reimagining their business models holistically report remarkable gains. McKinsey's data shows that those who successfully embed digital transformation into their core strategy achieve revenue CAGR increases that are 3.5 times greater than peers. These companies approach transformation not as a series of disconnected projects, but as a unified, customer-centred journey that aligns technology, people, and processes to deliver sustainable impact.

## The Customer-Back Business Model (CBM)

At the heart of successful transformation lies a customer-centred model, business-focused, people-led, and AI-enabled. This

approach—called the Customer-Back Business Model (CBM)—ensures that every decision begins with the customer's needs and flows back through the organisation. Rather than optimising in isolation, CBM integrates digital capabilities across all functions to create new forms of value that could never be achieved within siloed frameworks.

One industrial company illustrates the power of this approach. By adopting a CBM, it unlocked a multibillion-dollar increase in profits while simultaneously improving resilience and agility. The time required for supply and demand balancing operations fell by 80 per cent, employees experienced greater empowerment, and customers benefited from more reliable service. Remarkably, all of these outcomes were achieved within just three years—proving that customer-first, digitally enabled strategies can generate rapid and tangible value.

## The Three Core Elements of CBM

Implementing a CBM requires focus on three interconnected elements:

- 1. Ambitious Business Aspiration** – Organisations must define bold goals that extend beyond incremental improvements. This ambition becomes the guiding star for transformation, aligning cross-functional teams around a shared purpose.
- 2. Cross-Functional Initiatives** – Early wins are achieved by prioritising initiatives that cut across silos and generate measurable impact. These quick results provide the momentum and resources to fuel broader reinvestment.



**Abhishek Gupta**  
General Secretary, AITWA

**3. Digital Technology Integration** – Rather than layering technology on top of existing processes, CBM reimagines processes themselves. AI, automation, and analytics are deployed rapidly and scaled seamlessly to maximise impact.

Together, these elements create a virtuous cycle in which technology enhances customer value, which in turn drives business performance and justifies continued reinvestment.

## Lessons from Customer-Centric Companies

Many global brands have already demonstrated what true customer centricity looks like. Their examples illustrate how aligning business strategy with customer needs produces loyalty, growth, and resilience.

### Amazon

Amazon has become a trillion-dollar empire by embedding the customer into every decision. Prime membership sets the benchmark for convenience with one- and two-day delivery. Features such as one-click ordering, personalised recommendations, and wish lists ensure that shopping is seamless. The



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company further enhances trust with hassle-free returns and 24/7 support. Amazon's relentless focus on customer convenience has also fueled innovations like Alexa, which integrates into daily life.

#### **Patagonia**

Patagonia's success is rooted in aligning its mission with customer values. The brand invests heavily in sustainability, donating to environmental causes and adopting recycled materials in its products. Initiatives such as the Worn Wear store, where customers can buy second-hand Patagonia gear, reinforce its commitment to reducing waste. By repairing products rather than encouraging replacements, Patagonia deepens customer loyalty and appeals to eco-conscious consumers who share its values.

#### **Netflix**

Netflix exemplifies customer-centricity through personalisation. With a diverse library of content tailored to regional audiences, it caters to global tastes. Sophisticated algorithms recommend shows and movies based on viewing habits, ensuring that subscribers discover relevant content effortlessly. Flexible subscription plans, offline downloads, and multi-device access make Netflix accessible to a wide range of users, cementing its reputation as a customer-first brand.

#### **Zappos**

Zappos famously describes itself as a service company that happens to sell shoes. Its policies—such as free shipping, 365-day returns, and no-cost exchanges—put customer satisfaction above all else. Beyond policies, Zappos invests in emotionally intelligent customer service, available 24/7, where agents are empowered to go above and beyond. This empathetic, human-first approach transforms simple transactions into meaningful interactions, earning Zappos a reputation for exceptional service.

#### **Apple**

Apple's ecosystem demonstrates the power of seamless design. Customers often own multiple Apple devices because of their integration and intuitive usability. Feedback loops inform product development, ensuring that innovations align with real user needs. Support is readily available through multiple channels, with knowledgeable agents providing fast, reliable solutions. Apple's focus on simplicity and reliability ensures loyalty that transcends geographic and demographic boundaries.

#### **Nike**

Nike builds loyalty by listening closely to its customers. Product testing with real athletes provides insights that shape clothing and gear design, ensuring both comfort and

style. Its omnichannel presence—physical stores, apps, and online platforms—offers multiple pathways to purchase, while personalised product recommendations deepen engagement. Nike's ability to combine innovation, personalisation, and strong customer service has turned its brand into a global cultural symbol.

#### **Why CBM Matters for Logistics and Beyond**

The lessons from these companies apply directly to logistics and supply chain management. By adopting a CBM, logistics providers can transform fragmented operations into cohesive, customer-driven ecosystems. When customers are placed at the centre of decision-making, businesses gain not only stronger relationships but also valuable insights into evolving needs. This fuels innovation, improves satisfaction, and builds loyalty.

For logistics companies, the benefits are particularly powerful: faster response to disruptions, personalised delivery options, improved employee engagement, and higher resilience. In an industry where margins are tight and customer expectations are rising, a CBM-based approach can be the difference between being a commodity provider and a strategic partner.

In conclusion, we can draw that the Customer-Back Business Model provides a proven framework to align technology, people, and processes around customer needs. Companies from logistics can learn from leaders mentioned above because for them, embracing CBM is more than an operational upgrade—it is a pathway to competitive advantage. When customers are placed at the heart of every process, businesses build trust, loyalty, and advocacy that no competitor can easily replicate. The future belongs to organisations that are not only digital but also deeply customer-centric.





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# Customer-centric Logistics: Building Trust and Loyalty in the Logistics Industry



The global business landscape is undergoing unprecedented disruption. Emerging technologies, rapid digitalisation, and geopolitical shifts are forcing companies to rethink how they create and deliver value. Traditional players in nearly every sector are facing new competitors and must adapt to changing customer expectations:

- **Automotive:** Legacy carmakers are racing to compete with electric vehicle (EV) disruptors.
- **Banking:** Traditional banks are challenged by agile fintech firms.
- **Consumer goods:** Established brands are shifting from brick-

and-mortar models to direct-to-consumer (D2C) strategies.

For more than a decade, digital transformation has been the go-to strategy for organisations seeking growth, efficiency, and customer engagement. Yet research shows that companies capture less than one-third of the expected value from digitalisation. Those who succeed, however, often see their revenue growth accelerate by more than threefold.

The difference lies in approach: while many companies pursue isolated digital initiatives in functional silos, successful organisations adopt a **customer-back business model (CBM)**—a holistic, AI-enabled, people-led,

and customer-centred strategy.

## What is a Customer-Back Business Model (CBM)?

A **Customer-Back Business Model (CBM)** is a reimagined end-to-end framework that places the customer at the core of all processes and decisions. Unlike traditional transformations that focus on functional efficiency in isolation, a CBM integrates digital, organisational, and people-centred changes to deliver seamless value across the customer lifecycle.

## Core principles of CBM:

- **Customer-centred:** Prioritising customer needs and experiences above all.
- **Business-focused:** Aligning



digital investments with business goals, not just technology upgrades.

- **People-led:** Empowering employees and teams to drive innovation and adoption.

- **AI-enabled:** Leveraging AI and digital technologies to anticipate needs, personalise offerings, and improve efficiency.

By embedding these principles, companies can overcome siloed operations, fragmented data, and disjointed customer experiences to build resilience, agility, and long-term competitiveness.

### Why CBM Matters: Unlocking Value Beyond Profit?

Adopting a CBM delivers far-reaching benefits:

- **Revenue growth:** Companies using CBM often report multi-billion-dollar gains, with faster revenue growth rates.

- **Operational agility:** For example, one industrial firm reduced its supply-demand balancing cycle by 80%.

- **Customer experience:** CBM enables a single, integrated view of customer needs, leading to more personalised and seamless engagement.

- **Employee empowerment:** By removing non-value-added work, CBM enhances collaboration and employee satisfaction.

- **Resilience:** Closed-loop systems provide better forecasting, supply chain agility, and faster innovation.

In short, CBM transforms not just

customer outcomes but also employee engagement, operational strength, and financial performance.

### Three Core Elements of a CBM:

Companies that have successfully implemented CBM focus on three interconnected elements:

#### 1. Setting an ambitious business aspiration

- Define a bold vision that reimagines customer experience and operational excellence.

- Avoid small-scale pilots that fail to inspire or scale.

- Ensure leadership buy-in and cross-functional ownership of goals.

#### 2. Prioritising cross-functional initiatives for short-term impact

- Start with high-impact digital use cases that deliver measurable value quickly.

- Use early wins to create a self-funding cycle, reinvesting savings into further innovation.

#### 3. Applying digital technology to reimagined processes

- Deploy AI, analytics, and automation not as add-ons, but as integral parts of redesigned processes.

- Focus on rapid development, scaling, and integration into business operations.

### Building a CBM: Step-by-Step Framework

#### 1. Setting an Ambitious Business Aspiration

Most digital transformations fail

because they lack ambition. Companies often start cautiously to minimise risk, but this results in small pilots that do not deliver enough value to justify scaling.

#### Key success factors:

- **Define a clear vision:** Articulate how the company will stand out in delivering customer value.

- **Secure leadership ownership:** A cross-functional top team should drive the aspiration and align resources.

- **Learn from others:** Benchmark against companies that have implemented CBM, even outside the same industry.

- **Balance ambition with realism:** Set measurable targets across customer experience, financial performance, and employee outcomes.

**Example:** One industrial company set a vision to become a world-class value chain leader. It targeted:

- 5–10% customer retention improvement.

- 80% reduction in non-value-added work.

- 2–4x EBIT growth through faster inventory turnover and cost efficiency.

- Stronger resilience through agile, secure infrastructure.

The company drew inspiration from best-practice visits to unrelated industries, proving that ambition fuels transformation.

#### 2. Creating a Road Map to a Self-Funding Journey

Once the vision is clear,



companies must translate it into actionable steps. A self-funding model ensures early wins generate resources for further investment.

#### **How to build the road map:**

- **Prioritise use cases with measurable impact:** Select initiatives tied to profitability, cash flow, or cost savings.
- **Generate early returns:** Aim for payback within 6–12 months.
- **Sequence initiatives strategically:** Organise them to reinforce each other, building momentum.
- **Modernise gradually:** Connect digital tools to legacy systems first, and only upgrade infrastructure when ROI justifies it.

#### **Examples of high-impact use cases:**

- **Supply-demand matching:** Optimise inventory to reduce lost sales.
- **Pricing optimisation:** Use AI to set dynamic price points.
- **Marketing effectiveness:** Improve ROI through analytics-driven campaigns.

By sequencing use cases into a digital ecosystem, companies can continuously refine their understanding of customer needs and build compounding value.

### **3. Taking a Business-Focused Approach to Technology**

Technology alone cannot transform an organisation; it must

be aligned with business goals and people.

#### **Key principles:**

- **Cross-functional teams:** Small, dedicated teams of business leaders, IT experts, and data scientists co-create solutions.
- **Rapid cycles:** Deliver minimum viable products (MVPs) within 3–5 months, scale within 8–10 months.
- **Tailored solutions:** Avoid one-size-fits-all tools; customise based on business priorities.
- **Data as an enabler:** Ensure teams have access to cloud infrastructure, quality data, and AI capabilities.

#### **Execution roadmap:**

- Start with a domain where value creation is most urgent (e.g., supply chain for industrial firms).
- Build resilience in this domain before expanding to others.
- Reinvest savings into modernising data systems and scaling AI adoption.

#### **The Broader Impact of CBM**

The CBM approach delivers benefits that extend well beyond financial outcomes:

- **Customer experience:** Companies can anticipate needs, personalise interactions, and create seamless engagement across touchpoints.
- **Employee experience:** Automation and collaboration reduce repetitive tasks, empowering teams to focus on

high-value activities.

• **Resilience and agility:** Integrated systems and predictive insights help companies adapt quickly to disruptions.

• **Sustainable advantage:** Continuous reinvestment of early wins creates a flywheel effect that keeps organisations ahead of competitors.

#### **Conclusion: Rethinking Business for a Digital Future**

Digital transformation is no longer optional—it is the foundation for survival and growth in a disrupted world. Yet, success requires more than deploying advanced technologies. It demands rethinking the business model itself, starting with the customer and working backwards.

The **Customer-Back Business Model (CBM)** offers a proven pathway to unlock outsized value:

- Set a bold and customer-centric aspiration.
- Sequence digital initiatives to generate early impact and self-fund further innovation.
- Integrate technology into reimaged processes through cross-functional collaboration.

By embracing a CBM, companies can achieve more than just cost efficiency—they can transform customer experiences, empower employees, and build long-term resilience. Those who take this path will not only survive disruption but thrive in the digital age.

x

*“I don’t know the word ‘quit.’ Either I never did, or I have abolished it.” – Susan Butcher*



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## Om Logistics Supply Chain proposed ₹150 Crore Investment to Strengthen Logistics Infrastructure in Uttar Pradesh.

**O**m Logistics Supply Chain, a wholly owned subsidiary company of Om Logistics Ltd., stands as a leading supply chain and logistics management company in logistics industry. With three decades of experience and a deep understanding of diverse industry needs, the company has emerged as a trusted name for offering end-to-end logistics solutions. In line with its long-term vision, the company is actively expanding its network across the country. As part of

its national growth strategy and vision to enhance supply chain efficiency, Om Logistics Supply Chain has proposed an investment of ₹150 crore in Uttar Pradesh (U.P.). The Hon'ble Chief Minister of U.P., Shri Yogi Adityanath, highlighted this investment proposal during his recent visit to Unnao on 26th July. This strategic proposal aims to strengthen nationwide logistics, improve regional connectivity and enhance overall supply chain efficiency.

In contribution to national development, through this, it is expected to generate new employment opportunities, promote industrial development in the region and support businesses with faster, more reliable logistics infrastructure. By aligning with the state's progressive vision, the company is poised to play a vital role in the development of Uttar Pradesh.



## Om Telecom Logistics, A Group Company of Om Logistics Limited Expanding Warehousing Footprint in Bhopal, MP

**O**m Telecom Logistics, a group company of Om Logistics Limited, has announced a major development with the acquisition of land to establish a new warehousing facility in the Industrial Area, Bagroda, under the M.P. Industrial Development Corporation Limited.

The Bhoomi Poojan and inauguration ceremonies were held in the esteemed presence of the Hon'ble Chief Minister of Madhya Pradesh, Dr. Mohan Yadav, who officially inaugurated the facility, marking the commencement of this project.

With an investment of ₹10 crore in land for warehousing, the new facility is projected to create over 100 job opportunities in the region. It will strengthen infrastructure, enhance supply chain capabilities, support regional industries and contribute to the overall growth of the logistics sector. As part of its long-term vision, Om Logistics Limited has outlined a future investment plan of approximately ₹50 crore to support further expand its presence in the Madhya Pradesh region.

एमपी इण्डस्ट्रियल डेवलपमेंट कॉर्पोरेशन लिमिटेड  
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प्रस्तावित निवेश - 10 करोड़, प्रस्तावित रोजगार - 100  
का  
भूमि पूजन

डॉ. मोहन यादव,  
माननीय मुख्यमंत्री, मध्यप्रदेश

के मुख्य आतिथ्य में  
श्री शिवराज सिंह चौहान,  
सांसद  
माननीय मंत्री, भारत सरकार

श्री नारायण सिंह पवार,  
माननीय राज्य मंत्री

श्री सुरेंद्र पटवा,  
माननीय विधायक

श्री नरेंद्र शिवाजी पटेल,  
माननीय राज्य मंत्री

डॉ. प्रमुराम चौधरी,  
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# Government Committed to Building World-Class Road and Transport Infrastructure for Viksit Bharat@2047

**M**inister of State for Corporate Affairs and Road, Transport & Highways Harsh Malhotra addressed the Road and Highways Summit in Delhi.

Minister stated that under the visionary leadership of Prime Minister Narendra Modi and guidance of Nitin Gadkari, MoRTH is committed to build a world-class road and transport infrastructure that connects people, drives economic growth, and ensures safety and sustainability for all.

Malhotra stated that over the past 11 years, the Ministry has worked tirelessly to turn Prime Minister Narendra Modi Ji's vision into reality—connecting cities, empowering communities, and accelerating development through an unprecedented pace and scale of highway construction.

Minister stated that these modern highways are not just roads they are lifelines of progress, connecting people, industries, and opportunities and by expanding the network, the government has redefined the very experience of travel—making it faster, safer and significantly more comfortable for every citizen.

Malhotra stated that the national highway network has expanded from 91,000 km in 2014 to over 1.46 lakh km today, making it the second-largest road network in the world.

Minister quoted that the government's spending on road infrastructure has grown 6.4 times between 2013–14 and 2024–25 and the budget allocation for

road transport and highways has seen a 57% increase from 2014 to 2023–24, reflecting the government's unwavering commitment to connectivity, mobility and economic growth.

Minister also stated that in recent years road infrastructure has created 45 crore man-days of direct employment, 57 crore man-days of indirect employment and 532 crore man-days of induced employment which demonstrates the substantial impact of infrastructure projects on job creation across various sectors.

Malhotra also stated that more than 10000 kms of National Highways (NHs) constructed in North Eastern Region (NER) during the past decade, which demonstrates PM Narendra Modi Ji's commitment to the region.

Malhotra mentioned the Delhi Decongestion Plan, which aims to reduce the traffic congestion and pollution in the city and would improve connectivity in the city. The plan includes extension of Delhi-Amritsar-Katra Expressway (NE-5) from KMPE till UER-II (NH-344M) in Delhi and Haryana, Extension of UER-II (NH-344M) near Alipur till Delhi-Dehradun Expressway (NH-709B) near Tronica City in Delhi and Uttar Pradesh, Construction of a Road Tunnel starting from Dwarka Expressway (near Shiv Murti Mahipalpur) to Nelson Mandela Marg, Vasant Kunj.

Minister stated that the Ministry is in process of developing 700+ Wayside Amenities (WSAs) by 2028-29 that

offer clean restrooms, quality food, rest areas, fuel stations, and EV charging points.

Malhotra said that the Ministry has accorded top priority to the Road Safety and stated that 14000 accident prone blackspots have been rectified. Minister also applauded the successful implementation of schemes like the Good Samaritan Scheme and the Cashless Golden Hour Scheme.

Malhotra stated that with initiatives like the Green Highways Policy and 'Ek Ped Maa Ke Naam', the Ministry has planted over 4.78 crore trees and transplanted around 70,000 trees along national highways.

Minister stated that the Ministry has also adopted sustainable construction practices including the use of over 80 lakh tonnes of plastic waste in major projects such as UER-II and the Ahmedabad-Dholera Expressway. Additionally, fly ash from thermal power plants is being incorporated into highway construction, reducing the need for raw materials and lowering emissions.

Malhotra at the end said that the construction of more highways is pivotal to achieving the vision of Viksit Bharat by 2047. Every rupee invested in highway development yields a threefold return to the GDP, unlocks vast employment opportunities and opens multiple channels for revenue generation and the government is not just building roads—it is laying the foundation for a prosperous, peaceful, and resilient Bharat.



# Truck Manufacturers Urge The Centre To Exempt Small Commercial Vehicles From CAFE Norms 2025

**C**arefully analysing the Corporate Average Fuel Efficiency (CAFE) norms, leading commercial vehicle manufacturers are concerned about the affordability factor associated with their products, reported TrucksDekho.com. This includes companies like Tata Motors and Mahindra & Mahindra, renowned for their trucks and buses, which are crafted to suit Indian operating conditions.

These truck manufacturers are seeking the government to exempt small commercial vehicles with a maximum gross vehicle weight not exceeding 3.5 tonnes from the CAFE norms. According to the truck makers, CAFE norms can further increase the price of the vehicles, flagging a drop in consumer demand. This is said to resonate closely with the request to ease emission norms for small passenger vehicles under the CAFE 3 norms.

CAFE norms or Corporate Average Fuel Efficiency norms are imposed on the entire vehicles of automakers (not on an individual model) to limit the total emission of carbon dioxide for a greener and sustainable future. While BS6 emission standards limit the production of pollutants like hydrocarbons, sulphur and oxides of nitrogen, CAFE norms reduce fuel consumption, particularly the quantity of fuel consumed for the creation of efficient vehicles.

However, with its imposition on commercial vehicle manufacturers, entities point out cost burdens, affecting affordability and thereby impacting individual owner cum

operators and fleet owners.

The commercial vehicle manufacturers pointed out in their presentation to the Government that 80 percent of small commercial vehicle (SCV) owners are drivers

***The commercial vehicle manufacturers pointed out in their presentation to the Government that 80 percent of small commercial vehicle (SCV) owners are drivers relying on their SCV trucks as a source of livelihood. As they come closer to scrapping their vehicles, purchasing a new vehicle could mean they need to shell out 40 months of income, compared to around 9-10 months in Europe, signifying affordability and price sensitivity***

relying on their SCV trucks as a source of livelihood. As they come closer to scrapping their vehicles, purchasing a new vehicle could mean they need to shell out 40 months of income, compared to around 9-10 months in

Europe, signifying affordability and price sensitivity.

Moreover, it was stated that SCV owners typically generate around 5 to 12.5 lakh earnings annually, pointing to the direction that the segment is highly price sensitive. Furthermore, similar to car makers – specifically small passenger vehicles – limitations in receiving affordable banking loans require SCV buyers to turn towards non-banking lenders offering upfront costs at high interest rates, increasing the vehicle acquisition cost.

Not only the high-upfront cost, rules on operating commercial vehicles in urban locations with time limits per day reduce uptime for receiving back the cost incurred on investment (Return On Investment). Hence, truck makers have approached the Government to offer relaxation on the matter.

The commercial vehicle manufacturers provided assurance that, after consideration of the exemption for SCVs and acceptance of the request, automakers will engage in a data-driven approach. They provided assurity of offering details annually to the Bureau of Energy Efficiency (BEE) per manufacturer of trucks, delivering sales, fuel-wise and average fleet CO2 emissions for trucks with GVW not exceeding 3.5 tonnes.

This comes at a time when car manufacturers like Maruti Suzuki have raised a proposal to the Central Government seeking to ease fuel efficiency norms for small car producers, signifying the probability of a rise in vehicle costs linked to the affordability factor.



# Volvo Points Out Bio-LNG Trucks Have Potential To Reduce Emissions With Performance On Par With Diesel Counterparts

**E**nabling developmental gains through the integration of gas propulsion systems in world-class trucks, Volvo Trucks has sold over 8,000 units globally. During the past year alone, precisely 2024, Volvo Trucks has registered an increase in sales trajectory by 25 percent across top markets like Sweden, Norway, Netherlands, Spain and the UK.

Moreover, what enabled this high adoption of Volvo Trucks with gas propulsion systems is thanks to the advancements in its gas engines available across the FM, FH and FH Aero models popular among customers. With the ability to switch seamlessly between biogas (non-fossil gas produced from organic waste) and regular LNG (Liquified Natural Gas) fuel, Volvo's trucks are capable of reducing harmful emissions significantly, as per the release.

Natural gas-powered Volvo trucks are designed to cover distances of approximately 1000 kilometres, making them an ideal solution for cargo carriage projects dealing with long-haul and regional goods distribution. They are even deemed by Volvo Trucks as a viable solution for construction-oriented material handling operations. With this capacity, they are ideal alternatives to lower emissions for buyers looking to meet sustainability targets and goals.

Several countries across the globe already provide an extensive network of fuel stations, improving access to

biogas, improving adoption. Global production of biogas grew by 21 percent during 2024. This translates to the possibility of reducing CO2 emissions by up to 100 percent, with the rise in adoption volumes among users.

More importantly, this facilitation is made possible with Biogas being a cost-efficient solution compared to diesel in markets with tax incentives and government subsidies for renewable fuels and low emissions. Also, regular LNG fuel reduces CO2 by up to 20 percent ("Tank to Wheel") in comparison to diesel trucks. Hence, they are viable alternatives as per Volvo.

"Many of our customers choose to replace their diesel trucks with gas-powered trucks as an easy way to reduce their CO2 emissions here and now", said Jan Hjelmgren, head of product management at Volvo Trucks, reported TrucksDekho.com. "Volvo's gas-powered trucks are a real win-win for transport companies as they can combine a lower cost of ownership with a reduced carbon footprint and retained productivity."

"Our gas engines come with a superior technology that outperforms the competition on power, torque, engine response and fuel economy. Drivers tell us that they appreciate the low noise, power, drivability and comfortable ride of our gas trucks. "We do see that gas-powered trucks have great potential on the path towards zero-emission transport."

These statements were provided,

reiterating that Volvo Trucks' LNG vehicles are developed based on its gas engine technology, developed around the best-selling powertrain platform: the D13 diesel engine. This resonates that its gas-powered engines offer performance close to any diesel truck, with reduced CO2 emissions, enabling high-performance and efficiency.

Volvo gas-powered truck portfolio includes the Volvo FM, FH and FH Aero models available in 4x2, 6x2 and 6x4 Tractor/Rigid truck configurations, certified for carrying loads up to 60 tonnage. The Volvo G13 LNG engine of such trucks is based on the D13 diesel Euro 6 engine, offering three engine power output options for customers to opt based on business requirements: 420 hp / 2100 Nm, 460 hp / 2300 Nm and 500 hp / 2500 Nm.

For high-uptime performance, the largest gas fuel tank capacity option on offer is rated at 225 kgs, giving a 1000 km driving range. Volvo trucks' gas engine units use a small amount of diesel as ignition fuel, and when using HVO (Hydrogenated/ Hydrotreated Vegetable Oil) for ignition, ensure a reduction in CO2 by 100 percent (Well to Wheel) compared to diesel.

Overall, Volvo Trucks' strategy to reach net-zero emissions by 2040 consists of battery-electric, fuel-cell electric and combustion engines using renewable fuels. The entity is already producing electric commercial vehicles meeting the sustainability targets and global standards. The company is definitely heading in the right direction in terms of sustainability.



# Indian Commercial Vehicle Category Witnesses A 6.6% YoY Retail Sales Growth In June 2025

**T**he Federation of Automobile Dealers Associations (FADA) has revealed the retail commercial vehicle (CV) sales data for June 2025 across India. Based on urban and rural RTOs, this FADA sales study examined the retail market share and strength index for commercial vehicles by fuel. CV retail sales in India increased by 6.6% YoY, from 68,825 units in June 2024 to 73,367 units in June 2025. CV's retail sales decreased 2.97% month over month.

Diesel accounts for 82.21% of the Indian commercial vehicle market, followed by CNG or LPG at 11.83%, petrol or ethanol at 4.34%, and electric vehicles at 1.56%, according to the most recent FADA sales data for June 2025. 53.2% of retail sales of commercial vehicles occurred in urban areas in June 2025, compared to 46.8% in rural areas.

From June 2024 to June 2025, heavy commercial vehicle retail sales fell 0.12% year over year, from 21,473 units to 21,447 units. Light commercial vehicle sales increased from 40,872 units in June 2024 to 44,469 units in June 2025, showing an 8.8% YoY growth.

Retail sales in the MCV category increased by 15.21% YoY from 6,417 units sold in June 2024 to 7,393 units sold in June 2025. Retail sales in the other CV category, which includes commercial vehicles for construction equipment, fell 7.94% YoY from 63 units in June 2024 to 58 units in



June 2025.

Highlighting June 2025 Auto Retail results, C.S. Vigneshwar, President, FADA, said, “CV retails declined 2.97% MoM while achieving a robust 6.6% YoY expansion. Early-month deliveries buoyed volumes before monsoon-induced slowdowns and constrained liquidity dampened enquiries and conversions. Members pointed to the impact of new CV taxation and mandatory air-conditioned cabins, which have elevated ownership costs, alongside muted infrastructure demand. Overall, June reflected a resilient CV segment adeptly navigating cost pressures and a softening economy,” reported TrucksDekho.com.

Even while heavy-to-very-heavy precipitation zones add logistical challenges, above-normal monsoon rains – estimated at around 106% of

the LPA in July, with regional variances – should support rural demand soon. Concurrently, the commercial vehicle and construction equipment segments will be supported by significant government capital expenditures from June to August that are aimed at roads, railroads, metros, and green energy projects.

Dealer sentiment seems to be leaning towards a slowdown as July 2025 approaches – growth projections (31.1%) are outpaced by de-growth expectations (42.8% and 26.1%). Similarly, only 32% of CV dealers report healthy enquiry traffic, indicating that booking-pipeline traction is still uneven. Even while prolonged order pipelines offer some respite, CV still faces challenges like reduced infrastructure demand, greater ownership costs due to new taxes, and mandated AC-cabin standards.

x

*“If you really look closely, most overnight successes took a long time.” – Steve Jobs*



# Truck Rentals Sees A Surge Driven By New Tax Structures And Resilience From Different Sectors



**T**he Indian logistics sector saw a progressive recovery, with new developments in the mobility ecosystem, enabled by the rapid increase in the pre-Kharif agricultural activity. In June 2025, farm-associated activities surged, and electric vehicle adoption emerged as the key enablers in the enhancement of the logistics operations. This is as per the June edition of the Shriram Mobility Bulletin, underscoring a spike in truck rental demand.

Truck rental demands grew significantly across key mobility routes, thanks to the increase in hiring processes conducted by the small, medium and large enterprises, reports suggested. The insights were shared by Shriram Finance Limited, the vertical of the Shriram Group, in its

monthly Shriram Mobility Bulletin showcasing truck rental and logistics growth.

Precisely, the Kolkata-Guwahati-Kolkata corridor has enabled the production of a month-on-month spike of 2.4 percent in truck rentals. Meanwhile, Mumbai-Chennai-Mumbai routes saw an increase in truck rentals by 1.9 percent, while the Delhi-Hyderabad-Delhi as a key route, saw a surge by 1.6 percent in rental demand.

In terms of year-on-year growth, Kolkata-Guwahati-Kolkata routes saw an increase of 14 percent in truck rental demand. Meanwhile, the Mumbai-Chennai-Mumbai corridor witnessed a 12 percent increase and a 9 percent increase on the Delhi-Hyderabad-Delhi corridor.

As per the Bulletin shared, fuel

consumption saw a month-on-month drop in June. Nevertheless, petrol and diesel-propelled vehicle sales increased by 6.4 percent and 1.2 percent, respectively (on a year-on-year basis). Also, FastTag user transactions saw a fall in month-on-month (m-o-m), but grew by 16 percent and 18 percent on a year-on-year (y-o-y) basis, as per the report.

Construction-oriented vehicular equipment saw a positive momentum of 12 per cent m-o-m and 25 per cent y-o-y, enabled by sufficient infrastructure activity. Commercial-grade tractors also saw an uptick by 5 per cent m-o-m and 2 per cent y-o-y. Electric-propelled three-wheelers recorded a 2 per cent m-o-m increase. Moreover, in July 2025, the momentum set by the previous month is expected to continue.



# Henkel Adhesive Flags Off India's First Mid-Haul Re-Powered Electric Truck Operations For Commercial Logistics

**H**enkel Adhesive Technologies has flagged off India's first mid-haul re-powered electric truck operations for commercial logistics in partnership with an EV retrofitting partner and a logistics provider. In order to promote sustainable freight movement between important industrial corridors, this initiative was started. Here are the details.

The first two routes covered by the pilot are Pune to Halol (713 km) and Chennai to Pune (1,321 km). With a full electric powertrain system, the repowered trucks can carry up to 8 tonnes of cargo and deliver a range of 250 km between charges. It is expected that a round-trip flight between Chennai and Pune will reduce greenhouse gas (GHG) emissions by about 1,212 kg.

According to Henkel Adhesive India, "Climate mitigation is central to our sustainability strategy. We are working toward a net-zero target by 2045, aiming for significant reductions in scope 1, 2, and 3 emissions. The shift from conventional drivetrains toward sustainable alternatives such as re-powered electric trucks will go a long way in abating our logistics emissions. We plan to reduce value chain emissions by improving eco design, using low-emission materials, engaging suppliers, and deploying carbon-efficient logistics practices," reported TrucksDekho.com.

Serving both the industrial and



***Serving both the industrial and consumer industries, Henkel Adhesive Technologies India is a leading producer of adhesives, sealants, and functional coatings. The company was founded in 1990 and is run in India by Henkel Adhesive Technologies India and Henkel Anand India***

consumer industries, Henkel Adhesive Technologies India is a leading producer of adhesives, sealants, and functional coatings. The company was founded in 1990 and is run in India by Henkel Adhesive Technologies India and Henkel Anand India.

It has 4 manufacturing facilities, several innovation and application centres, and a global technology hub across the country, with its headquarters located in Navi Mumbai. As a member of the global Henkel Group, Henkel India's Adhesive Technologies segment generated Euro 10.97 billion in sales in 2024, or 51% of the company's total revenue.



# Government Launches A New Subsidy Scheme For Electric Truck Buyers In 2025



**T**he Ministry of Heavy Industries (MHI) announces an incentive, calculated as Rs 5,000 per kWh battery capacity, for electric trucks in India. This comes in following discussions with numerous entities with prowess, and analysis of market structure, closely regarding high-power battery infrastructure to enhance EV adoption. The new incentive scheme is established under the PM E-DRIVE programme, catering to EV adoption enhancement. The comprehensive reports state that Rs 500 crore is marked for utilisation under the new Rs 10,900-crore incentive scheme to support 5,643 electric trucks in the financial year 2026. The new scheme for electric trucks is applicable for the same with a gross vehicle weight rating of 3.5

tonnes and above, but not exceeding the 55-tonnage margin.

The Government reiterated that the incentives are provided for customers based on the calculated margin of 10 percent of the commercial vehicle's ex-factory price, or Rs 5,000 per kWh battery capacity, for electric trucks.

As per Nikhil Dhaka, vice president-public policy at Primus Partners of a consultancy entity, diesel N2 category trucks come with a price tag ranging from Rs 17-18 lakh, while an e-truck in the same category costs Rs 60-64 lakhs. As for a diesel N3 truck, it costs around Rs 22-24 lakh, while an electric truck of the same tonnage comes at Rs 74-78 lakhs.

What are N2 and N3 category trucks? N2 category electric trucks signify a goods carrier with a gross vehicle weight (GVW) rating of 3.5-12

tonnes. Meanwhile N3 category refers to larger goods carriage-oriented trucks, with a GVW rated at around 12-55 tonnage. Nevertheless, electric trucks are costlier than such GVW diesel trucks, due to larger battery aggregate integrations, which come with the hurdle of material sourcing for industries.

In this regard, to help customers adopt electric trucks faster and seamlessly, N2 category e-trucks of 3.5 and 7.5 tonnes are eligible under the GVW bracket for a maximum incentive facilitation of Rs 2.7 lakh. Trucks with a GVW of more than 7.5 tonnes and up to 12 tonnes qualify for a maximum subsidy of Rs 3.6 lakh.

With regard to the same, electric N3 category trucks with a gross vehicle mass (GVM) of more than 12 tonnes and up to 18.5 tonnes are eligible to



help customers receive a maximum subsidy of Rs 7.8 lakh. On the other hand, electric trucks with a GVM exceeding 18.5 tonnes and up to 35 tonnage can receive subsidy up to Rs 9.6 lakh.

Meanwhile, commercial-grade electric trucks with a GVM between the range of 35 and 55 tonnes will be eligible for a subsidy of up to Rs 9.3 lakh.

The incentives for electric trucks can only be availed with the submission of a certificate that proves the scrapping of the customer's conventional truck, with a GVW rating equal to or more than the notified figures under the PM E-Drive scheme.

"The incentive is applicable only for the 'haulage tractor' of N3 category featuring trailer (tractor-trailer combination)," the government said.

Additionally, the eligibility criteria for offering incentives are based on battery, motor and overall vehicle warranty. A minimum 5 years or 5,00,000 km battery warranty, a 5 years or 2,50,000 km battery warranty, and a vehicle warranty of 5 years or 2,50,000 km is the eligibility criteria for receiving incentives.

Moreover, the establishment of subsidies will be in a phased manner, with the possibility of scalability based on the growth of the electric

vehicle adoption in India.

The PM E-Drive scheme replaces the Faster Adoption and Manufacturing of

### ***The PM E-Drive scheme replaces the Faster Adoption and Manufacturing of Electric Vehicles and Hybrid Vehicles (FAME) scheme and the Electric Mobility Promotion Scheme (EMPS)***

Electric Vehicles and Hybrid Vehicles (FAME) scheme and the Electric Mobility Promotion Scheme (EMPS). It commenced on October 1, 2024, and will expire on March 31, 2026, with the possibility of extension depending on the adoption rates and current market feasibility.

"The latest incentives for electric trucks under the PM E-DRIVE Scheme are a timely and progressive step, introduced under the visionary leadership of Hon'ble Prime Minister Shri Narendra Modi and guided by Union Minister for Heavy Industries and Steel Shri H.D. Kumaraswamy. It is encouraging to see focused support

for electric trucks, which play a crucial role in decarbonising India's logistics sector," said Vinod Aggarwal, managing director and CEO of VE Commercial Vehicles.

"What makes this scheme particularly impactful is its linkage to the scrapping of older vehicles, delivering both environmental and economic benefits. The targeted focus on Delhi NCR also reflects a strong commitment to addressing air quality challenges in one of India's most affected regions.

At VECV, we fully welcome this forward-looking policy. It not only advances India's sustainability goals but also offers meaningful financial support to fleet owners ready to adopt zero-emission solutions," added Aggarwal, reported TrucksDekho.com.

The commercial-grade electric truck market is progressively showcasing a positive sales trajectory with 5,356 electric goods carriers sold in FY25, although lower than 6,158 units in FY24 (Data retrieved from the National Vahan portal.) Amongst these, electric medium and heavy commercial vehicles (cargo carriages) in the N2 and N3 categories reported sales of 200-230 units in the FY24 and FY25. Nevertheless, the market is poised to grow further.

X



***Perfect Maturity is.. When a person hurts you,  
and You try to understand their situation &  
Don't Hurt them Back..!!***

*Brahma Kumaris*



# Relief For Heavy Commercial Vehicles With Reduction Of Up To 50% Toll Discount On National Highways Of Elevated Sections



**T**he Road Transport Ministry announced a new rule to reduce the toll rate by up to 50% for NHs (National Highways), such as bridges, tunnels, flyovers, and elevated sections, after announcing the Annual Toll Pass for private cars on NHs, reported TrucksDekho.com. Heavy commercial vehicles will benefit from this, especially on tolled sections placed on NHs of such structures. Here are the details.

Till now, the Central Government's toll for structures on NHs and Expressways was ten times higher than the normal user fee. However, there will be two methods to determine

the toll charge, and whichever is cheaper will be used, according to the new modifications to the National Highway Toll Fee Rules that were announced on June 1, 2025.

According to the revised standard, the toll fee for a portion of NH consisting of structures like bridges, flyover, and others will be determined by multiplying the length of the structure by the length of the non-structured or regular road, or by five times the length of the entire section of a tolled NH, whichever is smaller.

Those heavy-truck fleet operators who use highway segments longer than 50 percent as structures will greatly

benefit from this. For instance, the minimum length of a tolled part of NH that is 40 km long and has a 30 km structure and a 10 km normal road is  $10 \times 30 + 10 = 310$  km, or five times the section's overall length, which is  $5 \times 40 = 200$  km. Because the toll is smaller in this instance, it will be collected for 200 km.

However, if the 40 km tolled stretch contains 30 km of normal road and 10

*However, if the 40 km tolled stretch contains 30 km of normal road and 10 km of structures, the minimum length will be  $10 \times 10 + 30 = 130$  km, or five times the section's entire length, which is  $5 \times 40 = 200$  km. Therefore, as is currently the case, the toll charge will be collected for 130 km*

km of structures, the minimum length will be  $10 \times 10 + 30 = 130$  km, or five times the section's entire length, which is  $5 \times 40 = 200$  km. Therefore, as is currently the case, the toll charge will be collected for 130 km.

In a nutshell, the toll fee will be reduced to 50% if the entire tolled corridor is made up of one or more structures like tunnels, bridges, flyovers, and elevated sections on National Highways. This modified National Highway Toll Fee Rule will provide a sigh of relief to heavy commercial vehicles traversing through these routes, as they will now need to pay less compared to the earlier toll calculation method.



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

## KEY FACTS

Group Turnover



\$600 Mn.  
(in 2017-18)

Employee  
Strength



6000+

Vehicles/day  
Managed on Road



12000

Cargo Ships  
(Coastal Waters)



6

Warehouse  
Covered Area



12 (million sq. Ft.)

Own Branch  
Network



1400+

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# ICRA Expects A 3-5% YoY Growth In The Indian CV Wholesale Volume In The Financial Year 2026



**I**n FY26, the Indian commercial vehicle (CV) market is anticipated to grow wholesale volumes by a moderate 3-5% year over year (YoY). According to a recent assessment by ratings agency ICRA, it is fuelled by the restart of infrastructure and development projects as well as a stable economic environment, reported TrucksDekho.com.

In May 2025, domestic CV wholesale volumes grew by a slight 0.1% YoY, with a sequential gain of about 1.6%. However, volumes decreased by 0.7% YoY for the first two months of FY26 (April–May 2025). Retail volumes showed a more worrisome trend, declining 11.3% sequentially and

3.7% year-over-year in May, which was indicative of high dealership inventory levels.

Retail sales volumes in the medium and heavy commercial vehicle (M&HCV) segment fell 18.9 percent sequentially and 4.4 percent year over year in May 2025. ICRA claims that throughout the month, demand was hampered by geopolitical tensions and regional disruptions. After declining by 4% in FY25, M&HCV (trucks) wholesale volumes are expected to improve by 0–3% YoY in FY26.

Retail sales of light commercial vehicles (LCVs) fell 3.2% year over year and 4.9% sequentially in May, indicating persistently low demand.

According to ICRA, this is because buyers in this market are increasingly choosing pre-owned vehicles. In the financial year 2026, LCV (trucks) wholesale volumes are expected to increase by 3–5% YoY.

The bus segment is anticipated to rise at a rate of 8-10% YoY, whereas the truck segment is anticipated to enjoy only minor gains. This spike is anticipated to be supported by the recovery in replacement demand. Although the CV industry is still on the road to recovery, ICRA predicts that volume growth will be modest and driven by the need for fleet renewal across all segments, infrastructure momentum, and stable economic activity.

x



# Brand-Wise Retail Sales In June 2025: Tata, Mahindra, & Ashok Leyland Jointly Share More Than 75% Indian Commercial Vehicle Market

In its June 2025 monthly retail sales report, the Federation of Automobile Dealers Associations (FADA) acknowledged the top commercial vehicle (CV) manufacturers and their market share. The Indian CV category sold 73,367 units in the domestic market in June 2025, a 6.6% YoY sales rise from June 2024's retail sales of 68,825 units, reported TrucksDekho.com.



Suzuki sold 3,296 units in June 2025, a 14% YoY increase. Its market share was 4.49% in June 2025.

Force Motors had a 2.78% market share after selling 2,036 units in June 2025, a significant YoY increase of 32.03% over the 1,542 units sold in the same month in 2024. BharatBenz Commercial Vehicles sold 1,641 units at retail in June of this year, an increase of 9.25% YoY from the previous year and a 2.24% market share. Last June, 1,502 units were sold by the company.

In June 2025, Tata Commercial Vehicles sold 24,436 units of commercial vehicles, a 6.12% decrease from June 2024's 26,031 units. The brand held its biggest market share of 33.31% in June 2025, despite a decline in retail sales. Despite a decline in its market share from 37.82% in June 2024 to the current month, the company continues to dominate the Indian commercial vehicle market.

Mahindra & Mahindra sold 19,683 units in June 2025, which was 12.89% more than the 17,435 units sold in June 2024. The brand's market share increased from 25.33% in June 2024 to 26.83% in June 2025, making it the second-largest participant in India's retail commercial vehicle industry. According to a recent announcement by the company, it wants to quadruple

its market share in trucks and buses from the current 3% in FY25 to 10-12% in FY31.

According to the FADA's list of the best-selling CV brands in June 2025, Ashok Leyland is the third-largest commercial vehicle manufacturer in India, holding a 17.79% market share in the CV retail sector. The company's retail sales increased by a significant YoY of 14.47%, from 11,399 units to 13,049 units, between June 2024 and June 2025.

Sales of VE Commercial Vehicles increased 16.11% year over year to 6,901 units sold in June 2025 compared to 5,943 units sold in June 2024. From 8.63% in June of last year to 9.41% in June of this year, its market share grew. Compared to the 2,891 commercial vehicles sold in June of the previous year, Maruti

SML Isuzu saw a slight YoY drop of 0.90% in the retail commercial vehicle market, selling 1,639 units in June 2025 compared to 1,654 units in June 2024. The company's market share in June 2025 is 2.23%, a marginal decrease from June 2024's 2.40%. In June 2025, the other CV manufacturers sold 686 commercial vehicles, up from 428 units in June 2024.

With the exception of the HCV category, retail sales of all commercial vehicle categories, including LCV and MCV, increased in June 2025. Sales in the LCV and MCV categories increased by 8.80% and 15.21%, respectively, in June 2025. In June 2025, the HCV segment registered a noteworthy YoY decline in sales of 0.12% over June 2025.

x

*"Even if you are on the right track, you'll get run over if you just sit there." – Will Rodgers*



# EV Battery Identification System To Be Launched In India



With significant safety-oriented initiatives and comprehensive guidelines, the Central Government continues to introduce new developments to set an export benchmark. At present, the Government is in discussions to set new standards for EV battery production and identification to enhance the export demand. Under NITI Aayog, a battery passport system is expected to kick in soon to enhance safety standards and ensure market demand.

The system is being developed under the NITI Aayog with collaborative efforts from different Governmental Ministries and associated entities to enable tracking of batteries under production and in use to produce registered data. The digital tracking solution will enable the Government to track batteries from manufacturing to disposal for setting safety purposes. According to the upcoming battery passport system, the Government to pool battery origin data, chemical construction information, performance metrics, and disposal procedures.

The Government signifies the importance of the battery passport system, deeming it similar to an Aadhaar Identification Card for Batteries. A unique QR code will be generated to record key battery data, and its construction, battery composition, expected lifetime and much more. These details will be enabled through a centralised data system for traceability.

This comes in as India is transitioning to the integration of swappable battery technology at a significant pace to improve the adoption and affordability of electric vehicles. Moreover, the new safety and traceability-oriented EV battery passport systems stem from the global standards to be established effectively by 01/2026. Let's discuss more about it:

The battery identification system's development is closely associated with the European Union's proposal, pointing out the requirement for an effective and comprehensive solution. The proposal covers four significant criteria - cell tracking mechanism, battery management system, recycled content requirement, and recovery and recycling efficiency.

As per the proposal, it was pointed out that OEMs also have the responsibility to collect used or end-of-life batteries for their proper disposal or recycling. Additionally, it was noted that the traceability of batteries and cells can be established through encoding via a national database as per the set regulations and standards for coding and cell-level tracking.

The development underway is to prevent the possibility of safety hazards, such as fire from improper assembling and composition in the battery construction or developmental process. The system, once in play, is expected to ensure the avoidance of unsafe battery production and disposal practices that can be hazardous. It also aims to set global standards for export. Moreover, since batteries comprise 40 percent of the total purchase cost associated with electric vehicles, it is expected to bridge the gap between consumer requirements and safety. Also, the focus is to further enhance the bandwidth of battery development and exports to the international market. Further, the Government plans to ensure the scalability of the system across different verticals, along with the incentive schemes for mass adoption.

The Government expects the rollout of the new battery passport system in phases; Initially with a preliminary framework and progressively scaling up the implementation, considering feasibility across different vehicle categories. The action plan is to implement the system, commencing with two-wheelers, then three-wheelers and four-wheeled electric vehicles.

The phased approach of implementation will ensure effective integration of the battery passport system, ensuring a reduction in safety hazard incidents and enhancement of competitiveness across international markets. Overall, in the coming months, the effective integration of the battery passport system is anticipated, can set high safety standards.



# Cabinet Approves Construction of 4-Lane Paramakudi - Ramanathapuram Section (NH-87) in Tamil Nadu Worth Rs.1853 Crore

**T**he Union Cabinet has approved construction of 4-Lane Paramakudi - Ramanathapuram Section (46.7 km) in Tamil Nadu. The project will be developed on Hybrid Annuity Mode (HAM) at a total capital cost of Rs.1,853 crore.

Currently, connectivity between Madurai, Paramakudi, Ramanathapuram, Mandapam, Rameshwaram, and Dhanushkodi is dependent on existing 2-lane National Highway 87 (NH-87) 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 46.7 km of NH-87 from Paramakudi to Ramanathapuram 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 Paramakudi, Sathirakudi, Achundanvasal and Ramanathapuram.

The project alignment integrates with 5 major National Highways (NH-38, NH-85, NH-36, NH-536, and NH-32) and 3 State Highways (SH-47, SH-29, SH-34), providing seamless connectivity to key economic, social, and logistics nodes across southern Tamil Nadu. Additionally, the upgraded corridor will enhance multi-modal integration by connecting with 2 major Railway Stations (Madurai

and Rameshwaram), 1 Airport (Madurai), and 2 minor ports (Pamban and Rameshwaram), thereby facilitating faster movement of goods and passengers across the region.

Upon completion, the Paramakudi-Ramanathapuram section will play a pivotal role in regional economic growth, strengthening connectivity between major religious and economic centers, boosting tourism to Rameshwaram and Dhanushkodi, and opening new avenues for trade and industrial development. The project will also generate approximate 8.4 lakh person-days of direct and 10.45 lakh person-days of indirect employment, and will open new avenues of growth, development and prosperity in surrounding regions.

## Karnataka Gets 9 National Highway Projects

**U**nion Minister Shri Nitin Gadkari Ji inaugurated and laid the foundation stone for 9 National Highway projects spanning 88 km, with an investment exceeding ₹2,000 crore, in the presence of Union Minister Shri Pralhad Joshi Ji, former Chief Minister of Karnataka Shri B.S. Yediyurappa Ji, MPs, MLAs, and senior officials today in Sagara Town, Shivamogga, Karnataka.

The newly inaugurated Sharavathi Bridge is poised to significantly

improve connectivity between the Malnad and coastal regions, while also facilitating easier access to important pilgrimage centres such as the Sigandur Chowdeshwari and Kollur Mookambika temples.

The widening of the 47-kilometre-long Bidar-Humnabad section of NH-367 will substantially reduce travel time between the districts of Kalaburagi and Bidar. Restoration works undertaken in the Shiradi Ghat stretch of NH-75 are expected to ensure safe and uninterrupted traffic

movement during the monsoon season, particularly along the vital Mangaluru-Bengaluru corridor.

The construction of a Road Over Bridge (ROB) at Shahabad and a bridge over the Kagina River on NH-50 will ensure seamless connectivity between Kalaburagi and Raichur. In addition, road safety enhancements on the Bengaluru-Mysuru Access-Controlled Expressway will facilitate faster, safer, and more efficient travel between Karnataka and Kerala, while also reducing travel time and fuel consumption.



# NHAI Strengthens Process for Reporting 'Loose FASTag' for Blacklisting



**T**o ensure smooth tolling operations and strengthen reporting of 'Loose FASTags', NHAI has further streamlined its policy for the Toll Collecting Agencies and Concessionaires to immediately report and blacklist 'loose FASTags', that are also commonly called "tag-in-hand". In view of upcoming initiatives like the Annual Pass System and Multi-Lane Free Flow (MLFF) tolling, it is critical to address this issue to ensure FASTag authenticity and system reliability.

FASTags are sometimes deliberately not fixed on the windscreen of the vehicle by the owners. Such practices pose operational challenges leading to lane congestion, generation of false chargebacks, misuse in closed loop tolling system, causing overall disruption of the Electronic Toll Collection framework, resulting in unnecessary delays at toll plazas and inconvenience to other National Highway users.

To ensure timely corrective measures,

NHAI has provided a dedicated email ID and has directed the Toll Collection Agencies and Concessionaires to

***To ensure timely corrective measures, NHAI has provided a dedicated email ID and has directed the Toll Collection Agencies and Concessionaires to immediately report such FASTags. Based on the reports received, NHAI will take immediate action to initiate blacklisting / hotlisting of the reported FASTags***

immediately report such FASTags. Based on the reports received, NHAI will take immediate action to initiate blacklisting / hotlisting of the reported

FASTags.

With penetration rate of over 98 percent, FASTag has revolutionized the Electronic Toll Collection system in the country. Loose FASTags or "tag-in-hand" pose a challenge to the efficiency of Electronic Toll Collection operations. This initiative will help to make toll operations more efficient, ensuring seamless & comfortable journeys for the National Highway users.

Further, it is to be noted that the National Highways Authority of India (NHAI) plans to implement the 'FASTag Annual Pass' facility at 1 thousand 150 Toll Plazas across the country on 79th Independence Day.

Notably, the FASTag Annual Pass will eliminate the need to frequently recharge FASTag through a one-time fee payment of 3 thousand. The pass carries validity of one year or 200 toll plaza crossings. The FASTag Annual Pass is applicable for all non-commercial vehicles with a valid FASTag.



# Environmentally Sound Management of End-of-Life Vehicles

**T**he Ministry of Environment, Forest and Climate Change (MoEF&CC) has notified the **Environment Protection (End-of-Life Vehicles) Rules, 2025**, to regulate the disposal of old and unfit vehicles in an environmentally responsible manner. The rules, effective from January 6, 2025, are built on the principle of **Extended Producer Responsibility (EPR)**, mandating vehicle producers to ensure proper scrapping of end-of-life vehicles (ELVs).

## Scope of the Rules

- Applicable to all transport and non-transport vehicles.
- Excludes agricultural tractors, trailers, combine harvesters, and power tillers.

## Extended Producer Responsibility (EPR)

- Producers must meet annual scrapping targets for vehicles sold in the domestic market, including self-use vehicles.
- Targets apply to vehicles introduced **15 years ago (transport)** and **20 years ago (non-transport)**, starting from 2025-26.
- Non-compliance may result in suspension or cancellation of registration by the **Central Pollution Control Board (CPCB)**.

## Role of Registered Vehicle Scrapping Facilities (RVSFs)

- Authorised to receive and scrap ELVs.
- Activities include depollution, dismantling, segregation, and safe disposal.
- Recovered materials must be sent to registered recyclers, refurbishers, or co-processors.

- Hazardous and non-recyclable waste must go to authorised treatment and disposal facilities.

## Collection Centres and Vehicle Owners

- Producers must establish **Designated Collection Centres** to channel ELVs to RVSFs.
- Vehicle owners and bulk consumers must deposit ELVs within **180 days** of becoming unfit at a collection centre, sales outlet, or RVSF.

## Monitoring and Enforcement

- **CPCB**: Inspects and audits producers and RVSFs to ensure compliance.
- **State Pollution Control Boards (SPCBs)**: Conduct periodic inspections of RVSFs and bulk consumers.
- Violations may lead to suspension, cancellation of registration, or **environmental compensation** for damage to the environment or public health.

## Alignment with Vehicle Scrapping Policy

The **Ministry of Road Transport and Highways (MoRTH)** has already rolled out the **Vehicle Scrapping Policy**, which:

- Aims to phase out unfit and polluting vehicles strictly on fitness criteria.
- Envisions a nationwide network of RVSFs (84 operational as of January 2025).
- Prescribes rules for RVSF registration, procedures, audits, and compliance with CPCB's guidelines on safe scrapping.

## Incentives for Scrapping and EV Promotion

MoRTH has introduced incentives to encourage voluntary scrapping and

eco-friendly vehicle adoption:

- **Certificate of Deposit**: Buyers submitting this certificate from an ELV are exempt from registration fees on new vehicles.
- **Tax Concession**: Up to **25% on non-transport vehicles** and **15% on transport vehicles** under the Central Motor Vehicles Rules, 2021.
- **EV-Friendly Measures**:
  - Exemption of battery-operated and ethanol/methanol vehicles from permits (2018).
  - Waiver of registration fees for EVs (2021).
  - All India Tourist Permits for EVs without fees (2023).
  - Distinct green registration plates for EVs (2018).

## PME-DRIVE Scheme

To boost electric mobility, the **Ministry of Heavy Industries** launched the **PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE)** Scheme on September 29, 2024. With an outlay of **₹10,900 crore over two years**, the scheme provides:

- Subsidies worth **₹3,679 crore** for e-2Ws, e-3Ws, e-ambulances, e-trucks, and emerging EVs.
- Support for **24.79 lakh e-2Ws**, **3.16 lakh e-3Ws**, and **14,028 e-buses**.

## Conclusion

The ELV Rules, 2025, combined with MoRTH's Vehicle Scrapping Policy and incentives, mark a comprehensive effort to reduce vehicular pollution, strengthen the recycling ecosystem, and accelerate India's transition toward **green mobility**. Together, these measures ensure not just cleaner roads, but also a more sustainable and circular economy.



# Logistics: India's Growth Engine

India today stands as the world's fourth-largest economy and continues to be the fastest-growing major economy, with a projected real GDP growth rate of 6.5% for 2024–25. This trajectory has been made possible through the combined strength of the service, manufacturing, and agriculture sectors, which helped the nation stage a strong recovery after the pandemic years of 2021 and 2022, achieving an impressive 15.3% growth in that period. Behind this momentum lies a robust and evolving logistics ecosystem. Stronger supply chains mean a stronger India—more resilient, efficient, and globally competitive. The government's ongoing focus on infrastructure expansion, digital transformation, and multimodal connectivity is steadily positioning India as a logistics hub for Asia, and eventually, the world.

## India's Logistics Landscape

The logistics sector is the backbone of economic growth, supporting trade, manufacturing, retail, agriculture, e-commerce, and services. By ensuring the smooth movement of goods through transportation, warehousing, storage, and distribution, logistics links producers with consumers across the country and the globe. Recognising its critical role, a dedicated logistics division was set up under the Department of Commerce in 2017 to spearhead integrated development.

Valued at around USD 215 billion in 2021, India's logistics sector is on an upward trajectory, expected to grow at a compound annual growth rate (CAGR) of 10.7% through 2026. Importantly, the government's decision to grant logistics “infrastructure status” has enabled



easier access to long-term financing—similar to sectors like roads and railways—thereby boosting investments and innovation.

## Key Government Initiatives

### National Logistics Policy (NLP)

Launched in September 2022, the NLP marked a turning point in logistics reform. It aims to reduce costs, improve supply chain efficiency, and enable seamless business operations. Digital platforms such as the Unified Logistics Interface Platform (ULIP) and the Logistics Data Bank (LDB) form the backbone of this effort, providing real-time cargo tracking and data integration across stakeholders.

### PM GatiShakti National Master Plan

Introduced in October 2021, PM GatiShakti represents a bold vision of integrated, multimodal infrastructure. By connecting 57 central ministries, all states and union territories, and

over 1,700 data layers, the plan ensures coordinated planning and execution of large-scale projects. True to its name, GatiShakti—the “power of speed”—has been instrumental in synchronising road, rail, air, and waterway projects, minimising duplication, and accelerating timelines.

### Maritime Amrit Kaal Vision 2047

Aligned with blue economy principles, this long-term roadmap envisions India as a global maritime power. With a focus on port expansion, digitisation, shipbuilding, and green initiatives such as hydrogen hubs, the vision promotes sustainable growth while boosting coastal tourism and skill development. The Global Maritime India Summit 2023 underscored this momentum, securing investment commitments worth over ₹10 lakh crore, including hundreds of MoUs that pave the way for large-



scale transformation.

### **Dedicated Freight Corridors (DFCs)**

India's two flagship DFCs—the Eastern Corridor from Ludhiana to Sonnagar and the Western Corridor from JNPT to Dadri—are nearly complete, with 96.4% of the 2,843 km network operational as of March 2025. These corridors will significantly reduce congestion on passenger lines, lower logistics costs, and enhance energy efficiency. By ensuring faster, heavier, and more reliable freight movement, they are expected to catalyse industrial growth and create thousands of jobs.

### **Multi-Modal Logistics Parks (MMLPs)**

Another pillar of the Bharatmala Pariyojana, MMLPs bring warehousing, storage, and distribution facilities under one roof, enhancing supply chain efficiency. Thirty-five key locations—including Bengaluru, Chennai, Nagpur, and Indore—have been identified, with five expected to be operational by 2027. These hubs will reduce costs, attract investment, and improve India's competitiveness in global trade.

### **Digital Platforms: LDB and ULIP**

The Logistics Data Bank has tracked over 75 million EXIM containers and sees more than 45 lakh monthly container searches, highlighting its growing importance for trade transparency and efficiency. Meanwhile, ULIP has crossed 100 crore API transactions as of March 2025, integrating logistics-related data across ministries and providing shipment ETAs to manufacturers. These platforms illustrate India's rapid adoption of technology for smarter supply chains.

### **GST and E-Way Bill**

The implementation of GST in 2017 was a game-changer for logistics. By

eliminating interstate checkpoints and harmonising tax structures, transit times have reduced by more than 30%, enabling cost-efficient supply chains. Complementing this, the e-Way Bill—a mandatory digital document for consignments over ₹50,000—has cut paperwork, boosted compliance, and enhanced transparency in goods movement nationwide.

### **Gati Shakti Vishwavidyalaya (GSV)**

India's first university dedicated to transport and logistics, GSV is aligned with the vision of PM GatiShakti. By equipping students with specialised skills it ensures a steady pipeline of professionals capable of managing the demands of a modern logistics ecosystem. Partnerships with around 40 industry and academic institutions reinforce its role in shaping future talent.

### **LEADS Report**

The annual Logistics Ease Across Different States (LEADS) report evaluates logistics performance across infrastructure, services, and regulatory frameworks. Based on inputs from industry players, it provides ground-level insights that guide both government and private sector strategies, ensuring targeted improvements and investments.

### **Driving Sustainability in Logistics**

Sustainability has emerged as a non-negotiable priority for the logistics sector. The government is steering this transition through policy, technology, and incentives. Tools like the Freight Greenhouse Gas Calculator help businesses evaluate emissions and costs, encouraging greener choices. Indian Railways' "Rail Green Points" program incentivises freight customers to adopt low-carbon modes, with the larger aim of raising rail's freight share from 35–36% to 45% by 2030. Initiatives like the Coal Logistics Plan also underscore the shift from road to rail for emission

reduction.

Digital platforms such as ULIP further enable companies like Century Plywoods and TCIL to select more sustainable modes of transport. Together, these measures illustrate India's vision of balancing economic growth with environmental stewardship.

### **Milestones and the Road Ahead**

India's steady climb in the World Bank's Logistics Performance Index (LPI) reflects these reforms. Ranked 38th among 139 countries in 2023—up six places from 2018—India is now aiming for a top-25 position by 2030. Lowering logistics costs to below 10% of GDP is a key target, bringing India in line with global benchmarks.

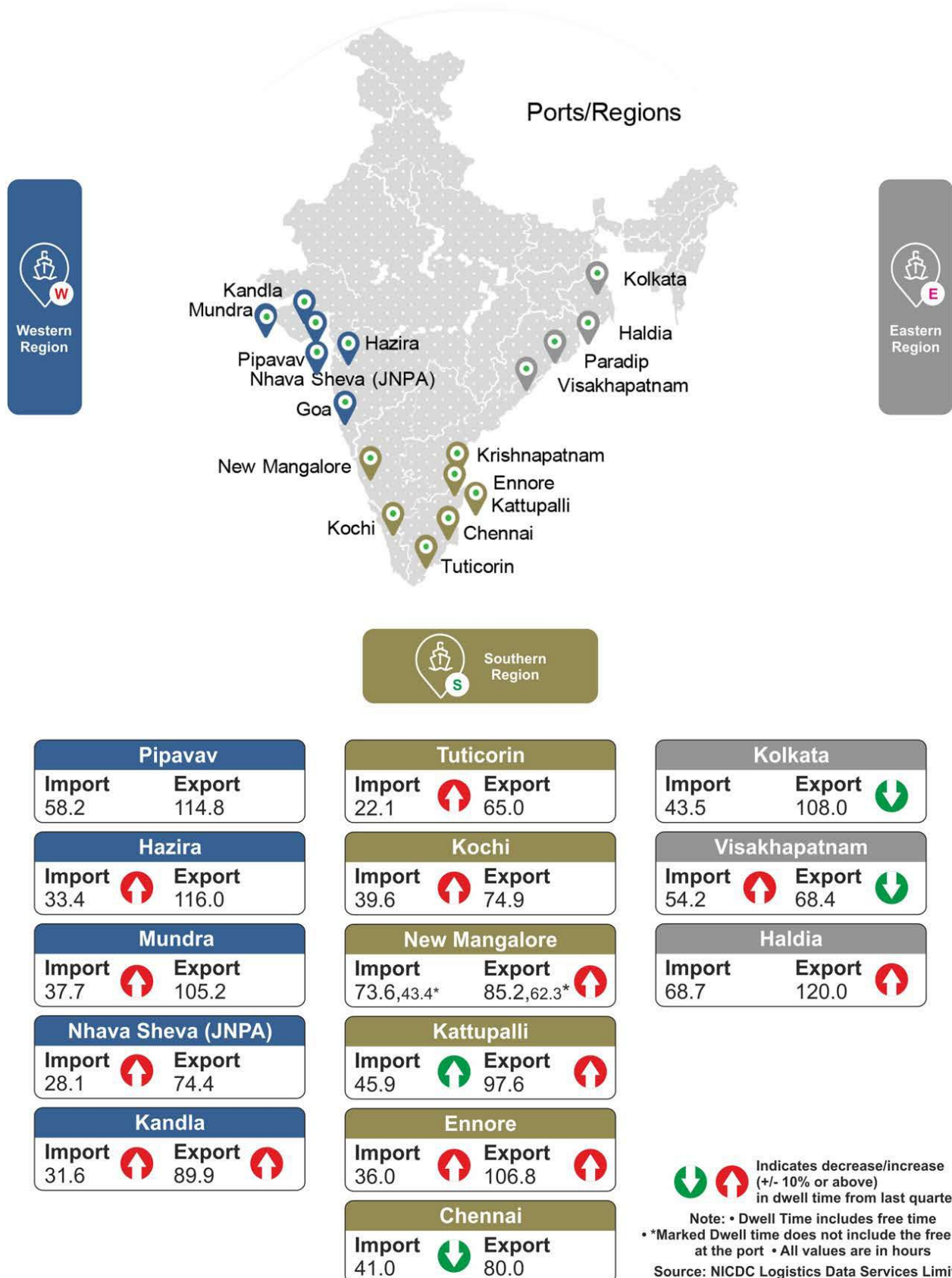
The Inland Waterways Authority of India (IWAI) has also reported record cargo movement of 145.5 million tonnes in 2024–25, while the number of operational national waterways has increased to 29. This growing reliance on inland waterways complements the larger multimodal vision of GatiShakti.

### **Conclusion**

India's logistics sector is no longer just an enabler of trade—it is an engine powering economic transformation. With government-led reforms, digital innovations, and sustainability initiatives, logistics is driving efficiency, creating jobs, and making supply chains globally competitive. The sector's potential extends beyond transportation—it connects industries, consumers, and markets, shaping India's growth story. As the country advances toward becoming a USD 5 trillion economy by 2027 and realising the vision of Viksit Bharat 2047, logistics will remain at the heart of this journey, turning aspirations into opportunities and ensuring India's place as a global economic powerhouse.



## Dwell Time Performance (May 2025): PAN India







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too far

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# भारत के बुनियादी ढांचे का भविष्य बनाना सिर्फ एक लक्ष्य नहीं बल्कि एक जिम्मेदारी है

सड़क परिवहन एवं राजमार्ग राज्य मंत्री अजय टम्टा ने आईआईटी दिल्ली, स्कूल ऑफ प्लानिंग एंड आर्किटेक्चर (एसपीए), दिल्ली और उद्योग भागीदारों के विशेषज्ञों के साथ एक संवाद में इस बात पर बल दिया कि भारत के बुनियादी ढांचे का भविष्य नवाचार-आधारित, सुरक्षा-एकीकृत और संदर्भ-संवेदनशील सड़क नियोजन में निहित है। इस कार्यक्रम में न केवल सड़क सुरक्षा समाधान बल्कि अग्रणी प्रौद्योगिकियों, उन्नत नियोजन रूपरेखाओं और कम लागत वाले उच्च प्रभाव वाले डिजाइनों का प्रदर्शन किया गया, जो भारत में सड़कों की परिकल्पना और निर्माण के तरीके को बदल सकते हैं।

टम्टा ने इस बात पर प्रकाश डाला कि माननीय प्रधानमंत्री नरेंद्र मोदी के विकसित भारत 2047 के विजन के तहत, भारत को विकसित राष्ट्र बनाने में बुनियादी ढांचे की अहम भूमिका होगी। उन्होंने कहा, “मंत्रालय केवल सड़कें ही नहीं बना रहा है बल्कि ऐसे गलियारे भी बना रहा है जो औद्योगिक विकास, शहरी विस्तार, डिजिटल कनेक्टिविटी और नागरिक कल्याण के इंजन के रूप में काम करेंगे।”

उन्होंने प्रतिक्रियात्मक निर्माण से हटकर सक्रिय, नवाचार-आधारित नियोजन की ओर बदलाव का आह्वान किया, जहां सड़क परियोजनाएं अब पृथक इंजीनियरिंग अभ्यास न होकर एकीकृत, बहु-क्षेत्रीय विकास उपकरण बन जाएं।

टम्टा ने अपने दौरे के दौरान आईआईटी दिल्ली, एसपीए दिल्ली के संकाय और नवप्रवर्तकों के साथ बातचीत की। उन्होंने कहा कि ये नवप्रवर्तन न केवल सुरक्षा में सुधार करते हैं बल्कि सड़क परियोजनाओं में भूमि अधिग्रहण चुनौतियों, शहरी यातायात भीड़, अंतिम मील कनेक्टिविटी की खराब स्थिति और लागत में वृद्धि जैसी पुरानी समस्याओं का भी समाधान करते हैं।

मंत्री ने पश्चिमी देशों से नकल करने के बजाय



स्वदेशी डिजाइन मॉडल अपनाने की आवश्यकता पर बल दिया। भारत की अनूठी भौगोलिक स्थिति, जलवायु, व्यवहार पैटर्न और जनसंख्या घनत्व के कारण एकीकृत सुरक्षा क्षेत्र, गतिशीलता केंद्र और मिश्रित उपयोग वाले सड़क गलियारे सहित अनुकूलित समाधान की आवश्यकता है।

उन्होंने तीव्र शहरी परिवहन के लिए उपयुक्त नो-एप-नो-यूआरएल (पीआईएफआई-प्राइवेट इंटरनेट फिडेलिटी) आधारित परिवहन प्रणाली का उपयोग करते हुए कम लागत, उच्च दक्षता वाले सार्वजनिक परिवहन के लिए बहु-दिशात्मक मुक्त यातायात मॉडल, हॉटस्पॉट-आधारित सुरक्षा डिजाइन और डोर-टू-डोर गतिशील प्रणालियों की भी समीक्षा की।

टम्टा ने एक ऐसे शासन मॉडल की वकालत की जिसमें डीपीआर तैयार करने से पहले भौतिक योजनाओं को आमंत्रित किया जाता है और पारदर्शी तरीके से उनका मूल्यांकन किया जाता है, जिससे कार्यान्वयन के लिए एक स्पष्ट मार्ग मिल सके। उन्होंने दोहराया कि नवाचार को सड़क परिवहन और राजमार्ग मंत्रालय की भविष्य की योजना रणनीति का आधार होना चाहिए और ऐसे अंतर-विषयी

विचारों के लिए इनक्यूबेटर के रूप में उत्कृष्टता केंद्रों की भूमिका पर प्रकाश डाला।

उन्होंने इस आंदोलन का नेतृत्व करने के लिए आईआईटी दिल्ली और एसपीए दिल्ली की सराहना की और अन्य शैक्षणिक और औद्योगिक संस्थानों से अत्याधुनिक बुनियादी ढांचे के माध्यम से राष्ट्र निर्माण के इस मिशन में शामिल होने का आह्वान किया।

बातचीत में उपस्थित गणमान्य:

अजय टम्टा, सड़क परिवहन एवं राजमार्ग राज्य मंत्री,

प्रोफेसर रंगन बनर्जी, निदेशक, आईआईटी दिल्ली

प्रोफेसर वीरेंद्र कुमार पॉल, निदेशक, एसपीए दिल्ली

प्रो. एस. मुखर्जी, कार्यवाहक विभागाध्यक्ष, मैकेनिकल विभाग, आईआईटी दिल्ली

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प्रो. अनूप चावला, मैकेनिकल इंजीनियरिंग, आईआईटी दिल्ली

फणी भूषण, आविष्कारक और संस्थापक,



# एनएचएआई की सस्टेनेबिलिटी रिपोर्ट में पर्यावरण स्थिरता के लिए की गई पहलें रेखांकित की गईं

पर्यावरण स्थायित्व के प्रति अपनी प्रतिबद्धता को रेखांकित करते हुए, एनएचएआई ने वित्तीय वर्ष 2023-24 के लिए अपनी लगातार दूसरी 'सस्टेनेबिलिटी रिपोर्ट' जारी की। इस व्यापक रिपोर्ट में एनएचएआई के प्रचालन के हर पहलू में पर्यावरण, सामाजिक और शासन (ईएसजी) सिद्धांतों को समेकित करने के लिए उसके मजबूत स्वरूप का विवरण दिया गया है। यह भारत की वैश्विक प्रतिबद्धताओं और प्रधानमंत्री श्री नरेन्द्र मोदी के 'मिशन लाइफ' (पर्यावरण के लिए जीवनशैली) पहल और सर्कुलर इकोनॉमी में समाहित एक स्थायी भविष्य के विजन के साथ एनएचएआई के संयोजन को भी रेखांकित करती है। यह रिपोर्ट हाल ही में सड़क परिवहन और राजमार्ग मंत्री श्री नितिन गडकरी द्वारा जारी की गई थी। 'सस्टेनेबिलिटी रिपोर्ट 2023-24' पर्यावरण संरक्षण और ऊर्जा संरक्षण के लिए एनएचएआई द्वारा किए गए विभिन्न प्रयासों की प्रभावशीलता को रेखांकित करती है। रिपोर्ट के अनुसार, वित्त वर्ष 2023-24 में राष्ट्रीय राजमार्ग निर्माण में 20 प्रतिशत की वृद्धि के बावजूद, एनएचएआई ने अपने ग्रीनहाउस गैस (जीएचजी) उत्सर्जन की तीव्रता को 1.0 एमटीसीओ<sub>2</sub>ई/किमी से घटाकर 0.8 एमटीसीओ<sub>2</sub>ई/किमी कर दिया है, जिससे निर्माण वृद्धि और उत्सर्जन में स्पष्ट अंतर प्रदर्शित होता है।

रिपोर्ट में एनएचएआई के सर्कुलर इकोनॉमी को बढ़ावा देने के प्रयासों पर भी प्रकाश डाला गया है, जो स्थायित्व के प्रमुख स्तंभों में से एक है। वित्त वर्ष 2023-24 में, एनएचएआई ने राष्ट्रीय राजमार्ग निर्माण में फ्लाई-ऐश, प्लास्टिक अपशिष्ट और पुनः प्राप्त डामर सहित 631 लाख मीट्रिक टन से अधिक

पुनर्चक्रित और पुनः उपयोग की गई सामग्री का उपयोग किया। इसके अलावा, एनएचएआई ने राष्ट्रीय राजमार्गों पर देशव्यापी वृक्षारोपण अभियान जारी रखा। वित्त वर्ष 2023-24 में एनएचएआई ने 56 लाख से अधिक पौधे लगाए और 2024-25 में 67.47 लाख पौधे लगाए, जिससे हरित राजमार्ग (वृक्षारोपण, प्रत्यारोपण, सौंदर्यीकरण और रखरखाव), नीति 2015 के कार्यान्वयन के बाद से कुल वृक्षारोपण 4.69 करोड़ से अधिक हो गया। इस पहल ने राजमार्गों के साथ पर्याप्त कार्बन सिंक बनाने और सकारात्मक पर्यावरणीय स्थिरता को बढ़ाने में मदद की है।

एनएचएआई ने राष्ट्रीय राजमार्गों के साथ जल निकायों के संरक्षण और पुनरुद्धार का भी कार्य आरंभ किया है। अमृत सरोवर मिशन के तहत, एनएचएआई ने देश भर में 467 जल निकायों का विकास पूरा किया है। इस पहल ने न केवल स्थानीय जल स्रोतों का पुनरुद्धार किया है, बल्कि राष्ट्रीय राजमार्ग निर्माण के लिए लगभग 2.4 करोड़ घन मीटर मिट्टी भी उपलब्ध कराई है, जिसके परिणामस्वरूप लगभग 16,690 करोड़ रुपये की अनुमानित बचत हुई है।

इसके अतिरिक्त, रिपोर्ट के अनुसार, पिछली रिपोर्ट की तुलना में जल संकटग्रस्त क्षेत्रों में एनएचएआई की जल उपयोग तीव्रता में 74 प्रतिशत की कमी आई है। मानव-पशु संघर्ष को कम करने के लिए एनएचएआई ने 'वन्यजीवों पर रैखिक (राजमार्ग, रेल लाइन, नहर आदि) अवसंरचना के प्रभाव को कम करने हेतु पर्यावरण-अनुकूल उपायों पर सर्वोत्तम कार्य प्रणाली मार्गदर्शन दस्तावेज' को समेकित किया है।

सतत विकास के अतिरिक्त, यह रिपोर्ट

समावेशी और उत्तरदायी कार्य पद्धतियां बनाने के लिए एनएचएआई की प्रतिबद्धता पर भी प्रकाश डालती है। रिपोर्ट के अनुसार, एनएचएआई के 100 प्रतिशत प्रत्यक्ष कर्मचारी और संविदा कर्मचारी व्यावसायिक स्वास्थ्य और सुरक्षा (ओएचएस) प्रबंधन ढांचे के अंतर्गत आते हैं। एनएचएआई ने कार्यस्थल पर भेदभाव के शून्य मामलों की भी सूचना दी, जो विविधता, समानता और समावेशन के प्रति उसकी दृढ़ प्रतिबद्धता को दर्शाता है।

दक्षता और पारदर्शिता बढ़ाने के लिए प्रौद्योगिकी का लाभ उठाते हुए, एनएचएआई ने एआई-संचालित 'डेटा लेक 3.0' प्लेटफॉर्म को सफलतापूर्वक क्रियान्वित किया है, जिससे परियोजना प्रबंधन सुव्यवस्थित हुआ है और 155 सुलह दावों का समाधान करने में मदद मिली है, जिससे लगभग 25,680 करोड़ रुपये की अनुमानित बचत हुई है। इसके अतिरिक्त, फास्टटैग की 98.5 प्रतिशत पैठ ने टोल प्लाजा पर भीड़भाड़ और वाहनों से होने वाले उत्सर्जन को कम करने के साथ-साथ कार्बन फुटप्रिंट को कम करने में भी मदद की है।

एनएचएआई ने अक्षय ऊर्जा स्रोतों के उपयोग, हरित राजमार्गों को बढ़ावा देने और अपशिष्ट प्रबंधन कार्य प्रणालियों को अपनाने सहित टिकाऊ और पर्यावरण-अनुकूल प्रक्रियाओं को अपनाने की दिशा में महत्वपूर्ण कदम उठाए हैं। दूसरी स्थायित्व रिपोर्ट के जारी होने से एनएचएआई के निष्पादन का पारदर्शी विवरण मिलता है तथा पर्यावरणीय स्थायित्व के साथ तीव्र अवसंरचना विकास को संतुलित करने के उद्देश्य से भविष्य की पहलों के लिए स्पष्ट रूपरेखा तैयार होती है।

x





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Secunderabad - 500 003, (Telangana)  
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## DELHI BOOKING OFFICE

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

## DELHI REGIONAL OFFICE

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**D**riving 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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# आप देश सम्भालो आपकी दुनिया हम सँभाल देंगे

## मुख्य लाभ



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



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



24X7 ऑन-रोड सहायता के लिए कृपया हेल्पलाइन नंबर- 99-88-44-1033 पर संपर्क करें।





GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**

**STARRED QUESTION NO - 114**

ANSWERED ON - 30/07/2025

**SMART MOBILITY MISSION**

\*114. SHRI LAHAR SINGH SIROYA:

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

- (a) whether Government is considering a transport transformation like never before mobility revolution, with Smart Mobility Mission for cities like Bengaluru to address traffic congestion;
- (b) if so, the details thereof;
- (c) whether pilot projects including pod taxis, hyperloop networks, and pillar-based mass transit systems, cable-run buses and airplane-style electric buses will be taken up in Delhi and Bengaluru; and
- (d) if so, the details thereof?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF THE RAJYA SABHA STARRED QUESTION NO. 114 ANSWERED ON 30.07.2025 ASKED BY SHRI LAHAR SINGH SIROYA REGARDING SMART MOBILITY MISSION

(a) to (d) As a step towards transport transformation to address congestion and enhance urban mobility, significant steps taken by the Government in major cities are:

i) Considering the traffic congestion during peak hours and the current public transport connectivity between Delhi and employment hubs of Gurugram and Manesar, an Expression of Interest (EOI) was floated by National Highways Logistics Management Limited (NHLML) for inviting Global players to demonstrate various innovative technologies already implemented worldwide for the stretch between Dhaula Kuan to Manesar as a pilot initiative.

ii) As per information provided by the Ministry of Housing and Urban Affairs, at present, about 1036 km of metro rail network including Rapid Rail Transport System (RRTS) is operational in 24 cities across the country and about 970 kms of metro rail projects including Delhi-Meerut RRTS are under construction.

In Bengaluru, pillar based Mass Transit Metro System is implemented and at present about 68 km (elevated) and 9 km (underground) is operational and about 129 km (elevated) and 14 km (underground) metro network is under construction. In Delhi, about 246 km (elevated) and 106 km (underground) Metro Rail Network is operational and about 72 km (elevated) and 38 km (underground) metro network is under construction.

iii) PM-eBus Sewa Scheme has been approved by Government in August, 2023 which aims to augment city bus operations in urban areas with Central Assistance (CA) of Rs. 20,000 crore for deploying 10,000 electric buses under the Public Private Partnership (PPP) model.



# एचएसआरपी नंबर प्लेट लगवाने की बढ़ी समय-सीमा वाहन मालिकों को 30 नवम्बर तक राहत

एजेसी/प्रतिदिन अखबार  
मुंबई, 16 अगस्त- महाराष्ट्र में  
हाई सिक्योरिटी नंबर प्लेट  
(एचएसआरपी) लगवाने की समय  
सीमा को लेकर बड़ा खुलासा हुआ  
है. परिवहन विभाग ने इस  
एचएसआरपी नंबर प्लेट को  
लगवाने की समय सीमा बढ़ा दी है.  
इससे लाखों वाहन मालिकों को बड़ी  
राहत मिली है. महाराष्ट्र में लाखों की  
तादात में पुरानी गाड़ियों पर नंबर  
प्लेट लगाने की प्रक्रिया पूरी न होने  
के कारण जनता में असंतोष था,  
जिससे अब बड़ी राहत मिली है.

**चौथी बार बढ़ाई लास्ट डेट**  
: महाराष्ट्र में हाई सिक्योरिटी नंबर  
प्लेट लगवाने की समय सीमा अब  
चौथी बार बढ़ा दी गई है. इससे पहले  
यह एचएसआरपी नंबर प्लेट  
लगवाने की समय सीमा 15 अगस्त  
तक थी. हालांकि, 60 प्रतिशत  
गाड़ियों में नंबर प्लेट नहीं लगनी



बाकी थी. ऐसे में 70 प्रतिशत वाहनों  
में प्लेट न लगवाने पर क्या कार्रवाई  
की जाएगी? इस ओर ध्यान  
आकर्षित किया गया था.

अब समय सीमा बढ़ाए जाने के  
नए खुलासे से वाहन मालिकों को  
बड़ी राहत मिली है. पूरे राज्य की बात  
करें तो राज्य में केवल 20 प्रतिशत  
वाहनों में ही हाई सिक्योरिटी नंबर  
प्लेट लगी है और 10 प्रतिशत वाहन  
मालिकों ने प्लेट लगवाने में समय  
लिया है. हालांकि, यह बात सामने  
लाई थी कि 70 प्रतिशत वाहनों में  
अभी तक हाई सिक्योरिटी नंबर प्लेट  
नहीं लगी है.

17/08/2025 23:





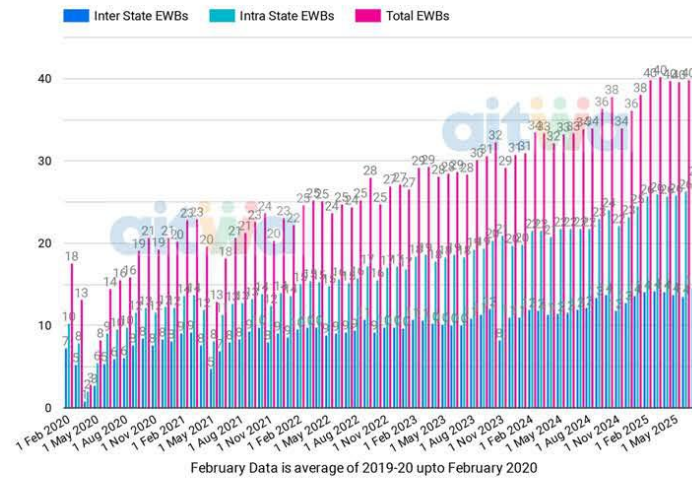
## Eway Bill Dashboard

Developed & compiled by

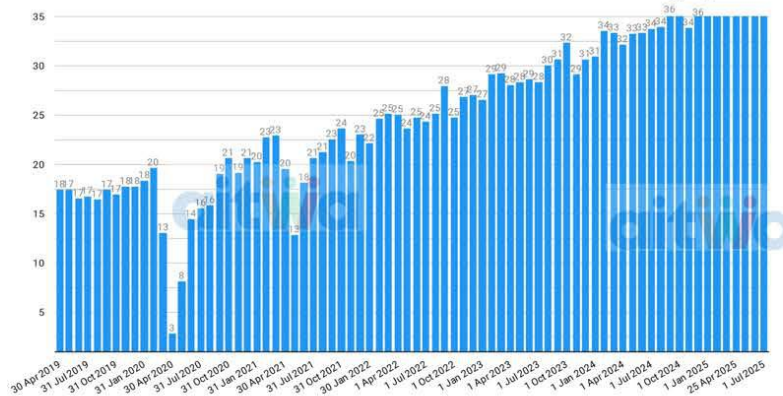


Last updated on 11th August 2025 | Data as on 31st July 2025

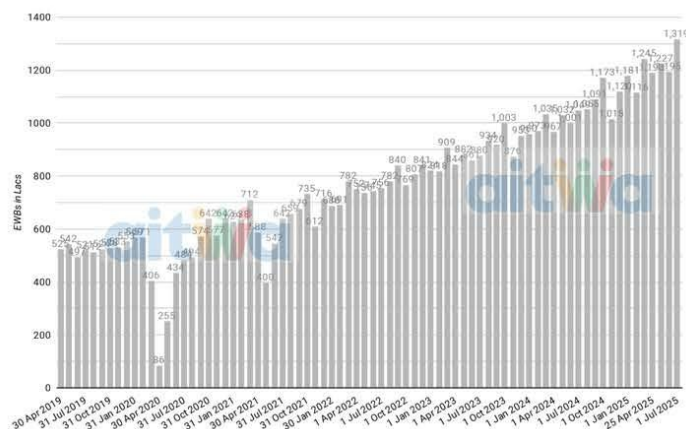
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



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

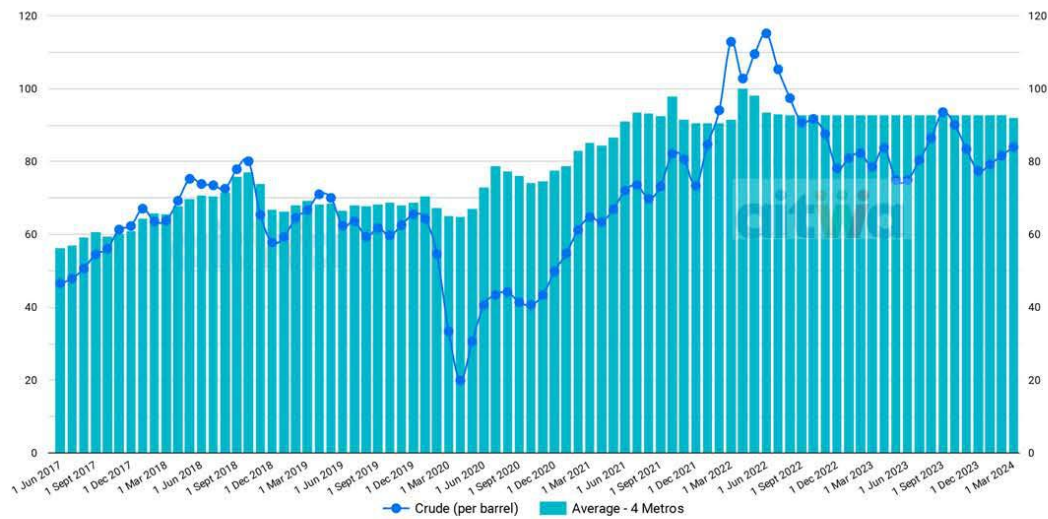




## Diesel Dashboard

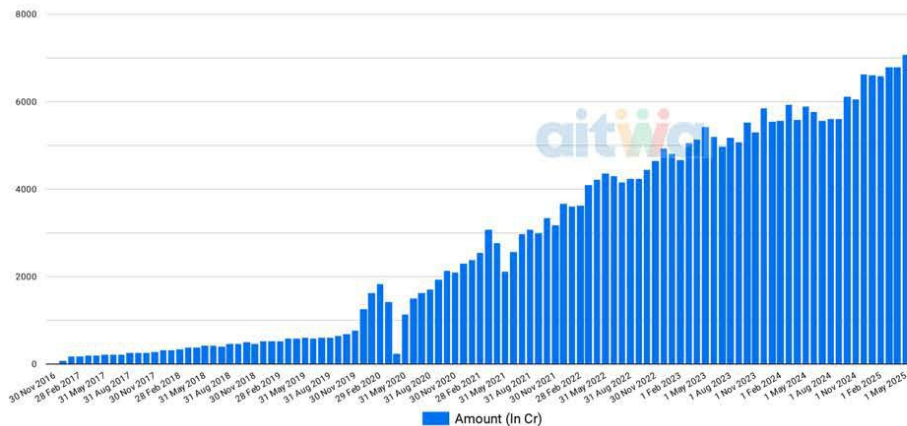
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



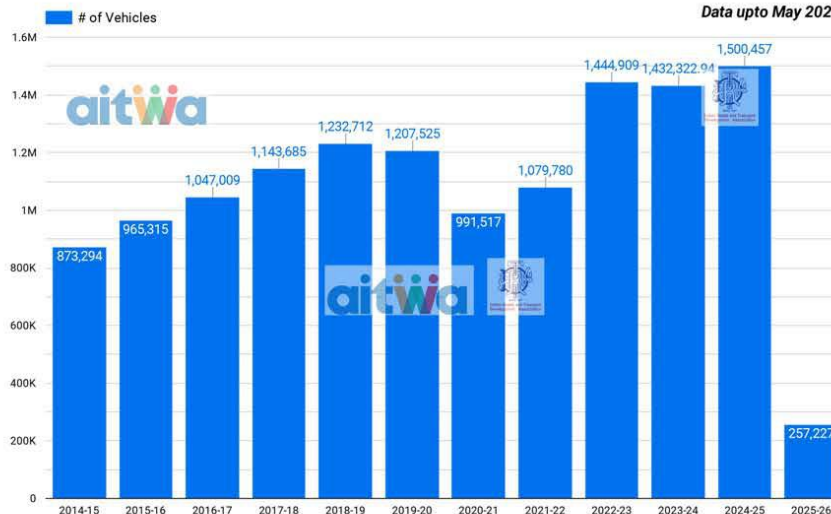
## Toll Collection Dashboard

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 June		
		June 2025	June 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	476.5	415.3	14.8	1012.8	1412.9	-28.3
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	762.1	729.6	4.4	2284.4	2196.7	4.0
4	Chennai	34792.8	31147.0	11.7	106832.8	90365.9	18.2
5	Coimbatore	1019.6	936.8	8.8	3088.8	2596.4	19.0
6	Goa	402.9	352.9	14.2	1190.2	1361.7	-12.6
7	Imphal	521.2	498.3	4.6	1662.8	1246.9	33.4
8	Kolkata	12607.2	14428.6	-12.6	40298.2	41632.8	-3.2
9	Kozhikode	1534.5	1789.7	-14.3	5065.6	5352.2	-5.4
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	638.4	656.1	-2.7	1914.6	1736.0	10.3
12	Rajkot (Hirasar)	51.9	43.5	19.4	118.4	161.6	-26.7
13	Srinagar	1503.5	1626.0	-7.5	3291.1	3339.3	-1.4
14	Surat	514.2	439.8	16.9	1997.2	2084.3	-4.2
15	Tiruchirappalli	544.2	522.5	4.2	1713.6	1519.9	12.7
16	Tirupati	27.0	6.0	-	86.8	23.7	-
17	Varanasi	756.5	744.5	1.6	1788.9	1501.4	19.1
18	Vijayawada	83.5	27.5	-	357.4	295.9	20.8
Total		56236.0	54364.1	3.4	172703.8	156827.7	10.1
(B) 6 PPP International Airports							
19	Ahmedabad	8142.7	8579.4	-5.1	27425.9	25120.4	9.2
20	Guwahati	2203.1	2141.6	2.9	6525.9	5751.6	13.5
21	Jaipur	1853.9	1705.7	8.7	5232.6	4722.5	10.8
22	Lucknow	1822.0	1812.2	0.5	5889.2	5494.3	7.2
23	Mangalore	75.7	204.2	-63.0	250.3	646.9	-61.3
24	Thiruvananthapuram	1750.9	1822.9	-4.0	5564.0	5392.2	3.2
Total		15848.3	16266.1	-2.6	50887.7	47127.9	8.0
(C) 7 JV International Airports							
25	Bangalore (BIAL)	41350.0	42331.0	-2.3	125631.0	124713.0	0.7
26	Delhi (DIAL)	89535.1	90111.1	-0.6	276556.4	263583.8	4.9
27	Hyderabad (GHIAL)	14474.5	14081.7	2.8	42137.1	40749.7	3.4
28	Kannur (KIAL)	288.3	387.6	-25.6	1145.1	1140.8	0.4
29	Kochi	5344.9	5426.1	-1.5	16982.7	16009.4	6.1
30	Mumbai (MIAL)	74328.9	76049.1	-2.3	227527.8	220878.4	3.0
31	Nagpur	794.2	695.5	14.2	2345.3	2133.1	10.0
Total		226115.9	229082.0	-1.3	692325.4	669208.3	3.5
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	244.5	172.6	41.7	877.7	528.4	66.1
33	Shirdi	5.8	7.1	-18.2	18.2	14.4	26.6
Total		250.3	179.7	39.3	895.9	542.8	65.0
(E) 12 Custom Airports							
34	Agartala	518.9	172.6	-	1812.3	1443.0	25.6
35	Aurangabad	94.3	60.9	54.9	271.5	159.2	70.6
36	Bagdogra	971.2	885.2	9.7	2377.6	2316.2	2.6
37	Bhopal	185.3	184.8	0.3	599.5	545.4	9.9
38	Chandigarh	1551.1	1285.2	20.7	3870.0	4242.7	-8.8
39	Gaya	0.0	0.0	-	0.0	0.0	-
40	Indore	848.4	873.8	-2.9	2721.3	2569.6	5.9
41	Madurai	353.9	274.5	28.9	840.5	771.1	9.0
42	Patna	1422.8	879.7	61.7	3314.5	2289.8	44.8
43	Pune	4011.6	3433.5	16.8	12079.4	9482.5	27.4
44	Vadodara	152.5	97.3	56.8	584.5	397.1	47.2
45	Visakhapatnam	446.8	407.2	9.7	1450.3	1285.3	12.8
Total		10556.8	8884.9	18.8	29921.5	25502.0	17.3
(F) 69 Domestic Airports							
46	Akanpur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
47	Agatti	0.0	0.0	-	0.0	0.0	-
48	Agra	14.1	2.2	-	34.3	10.6	-
49	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
50	Bareilly	0.0	0.0	-	0.0	0.0	-
51	Belagavi	0.1	2.1	-94.3	1.3	6.2	-79.4
52	Bhatinda	0.0	0.0	-	0.0	0.0	-
53	Bhavnagar	0.0	0.0	-	0.0	0.0	-
54	Bhuj	0.2	0.2	21.4	1.1	1.3	-14.0
55	Bhuntar (Kulu/Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	184.8	105.9	74.4	315.8	179.0	76.5
60	Dehradun	238.1	237.2	0.4	717.2	720.2	-0.4
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	92.7	110.0	-15.8	263.8	396.2	-33.4
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 June		
		June 2025	June 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	22.1	25.0	-11.7	61.9	64.1	-3.5
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	1.0	0.0	-	1.0	0.0	-
72	Jabalpur	0.0	0.0	-	0.0	0.0	-
73	Jaisalmer	0.0	0.0	-	0.0	0.0	-
74	Jalgaon	0.0	0.0	-	0.0	0.0	-
75	Jammu	17.0	88.0	-80.7	122.2	250.4	-51.2
76	Jamnagar	5.4	12.9	-58.4	27.2	48.1	-43.4
77	Jharsuguda	0.0	0.0	-	0.0	0.0	-
78	Jodhpur	9.4	6.9	36.3	29.1	26.6	9.5
79	Jorhat	8.5	17.3	-51.1	26.3	38.5	-31.7
80	Juhu	23.5	26.9	-12.7	66.1	76.8	-14.0
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	25.9	6.3	-	81.1	23.3	-
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishangarh	0.0	0.0	-	0.0	0.0	-
87	Kolhapur	0.0	0.0	-	0.0	0.0	-
88	Kota	0.0	0.0	-	0.0	0.0	-
89	Lakhimpur(Lilabari)	0.0	0.2	-	0.0	0.2	-
90	Leh	101.5	142.4	-28.7	309.8	556.8	-44.4
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Moharbari(Dibrugarh)	103.4	77.5	33.4	269.4	238.3	13.1
93	Moradabad	0.0	0.0	-	0.0	0.0	-
94	Mysuru	0.0	0.0	-	0.0	0.0	-
95	Pakyong	0.0	0.0	-	0.0	0.0	-
96	Pantnagar	0.0	0.0	-	0.0	0.0	-
97	Porbandar	0.0	0.0	-	0.0	0.0	-
98	Prayagraj	4.7	6.0	-21.6	10.2	12.7	-19.3
99	Puducherry	0.0	0.0	-	0.0	0.0	-
100	Raipur	408.7	440.9	-7.3	1226.1	1266.4	-3.2
101	Rajkot	0.0	0.0	-	0.0	0.0	-
102	Rajahmundry	2.2	2.5	-12.8	10.4	5.4	92.3
103	Ranchi	571.2	466.8	22.4	1639.7	2235.6	-26.7
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	55.3	23.7	-	173.7	68.1	-
111	Tezpur	0.0	1.4	-	0.0	1.4	-
112	Tezu	0.0	0.0	-	0.0	0.0	-
113	Tuticorin	0.5	0.7	-23.9	3.7	1.7	-
114	Udaipur	20.0	17.5	14.3	112.9	61.9	82.5
(F) 69 Domestic Airports		1910.1	1820.6	4.9	5504.2	6289.5	-12.5
(G) 28 St.Govt. / Pvt Airports							
115	Aizawl(Lengpui)	99.2	87.9	12.8	291.5	230.6	26.4
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	59.2	60.6	-2.4	168.9	138.4	22.1
126	Hisar	0.0	0.0	-	0.0	0.0	-
127	Jagdalpur	6.0	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)	803.1	367.1	-	2650.0	530.2	-
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		961.5	515.6	86.5	3116.5	899.1	-
Grand Total (A+B+C+D+E+F+G)		311878.9	311113.0	0.3	955354.0	906397.4	5.4

Source: A.A.I.



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

(\*) TENTATIVE (IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA												
Kolkata Dock System	TRF APRIL-JULY, 2025	133	166	-	426	-	29	4575	256	1001	6330	
	TRF APRIL-JULY, 2024	114	180	-	280	7	87	3050	206	1219	4937	28.22
Haldia Dock Complex	TRF APRIL-JULY, 2025	3330	2349	26	14	169	6429	1085	63	2934	17187	
	TRF APRIL-JULY, 2024	2990	2029	330	45	130	5046	896	48	3431	14897	15.37
TOTAL: SMP, KOLKATA	TRF APRIL-JULY, 2025	3463	2515	26	440	169	6458	5660	319	3935	23517	
	TRF APRIL-JULY, 2024	3104	2209	330	325	137	5133	3946	254	4650	19834	18.57
PARADIP	TRF APRIL-JULY, 2025	15076	515	6298	224	1998	5926	160	8	4581	52199	
	TRF APRIL-JULY, 2024	11597	631	8980	-	1745	5875	129	8	3942	50161	4.06
VISAKHAPATNAM	TRF APRIL-JULY, 2025	9243	555	4274	475	703	1859	3459	208	4560	28339	
	TRF APRIL-JULY, 2024	7157	385	4100	326	508	3107	4028	253	5440	29061	-2.48
KAMARAJAR(ENNORE)	TRF APRIL-JULY, 2025	1735	65	-	-	-	7732	735	4289	1270	15826	
	TRF APRIL-JULY, 2024	1604	54	-	-	-	7519	807	234	1005	15499	2.11
CHENNAI	TRF APRIL-JULY, 2025	5180	392	609	-	163	-	12588	652	933	19865	
	TRF APRIL-JULY, 2024	4868	517	451	-	30	-	10816	560	972	17654	12.52
V.O.CHIDAMBARANAR	TRF APRIL-JULY, 2025	167	429	-	89	248	2869	5779	289	2092	14657	
	TRF APRIL-JULY, 2024	119	451	-	80	256	2913	5301	265	1442	13911	5.36
COCHIN	TRF APRIL-JULY, 2025	8624	224	-	-	40	-	3510	261	410	12808	
	TRF APRIL-JULY, 2024	8387	176	-	-	37	-	3849	286	297	12746	0.49
NEW MANGALORE	TRF APRIL-JULY, 2025	7839	673	1668	157	15	2407	884	67	278	14191	
	TRF APRIL-JULY, 2024	8851	1084	233	226	45	2244	803	59	197	14170	0.15
MORMUGAO	TRF APRIL-JULY, 2025	173	132	1050	96	-	783	2747	-	1434	6415	
	TRF APRIL-JULY, 2024	187	129	1220	78	-	684	2469	-	1042	5809	10.43
MUMBAI	TRF APRIL-JULY, 2025	13991	765	1703	190	37	2540	5	1	3967	23198	
	TRF APRIL-JULY, 2024	13596	657	1639	148	-	2903	1	-	3407	22351	3.79
J.N.P.A.	TRF APRIL-JULY, 2025	1149	858	-	-	-	-	29840	2619	861	32708	
	TRF APRIL-JULY, 2024	1069	917	-	-	-	-	26901	2291	650	29537	10.74
DEENDAYAL	TRF APRIL-JULY, 2025	21172	4179	752	972	148	6275	3347	186	12248	49322	
	TRF APRIL-JULY, 2024	21450	4159	656	1118	134	7023	2313	136	10674	47787	3.21
ALL PORTS	TRF APRIL-JULY, 2025	87812	11302	16380	2643	3521	44089	69521	4832	36569	293045	
	TRF APRIL-JULY, 2024	81989	11369	17609	2301	2892	44994	62597	4346	33718	278520	5.22
% Variation from previous year		7.10	-0.59	-6.98	14.86	21.75	-2.01	0.75	11.06	8.46	5.22	

Source: I.P.A.



# Government Emphasizes on Building a More Inclusive, Safe, and Dignified Transport Ecosystem

**M**inister of State for Road, Transport & Highways and Corporate Affairs Harsh Malhotra addressed the Highway Heroes.

Minister emphasized about Hon'ble Prime Minister Narendra Modi's commitment of building a more inclusive, safe, and dignified transport ecosystem in the country.

Malhotra stated that over the past decade, the Ministry of Road Transport and Highways (MoRTH) has been at the forefront of India's infrastructure revolution. Under the visionary leadership of Prime Minister Narendra Modi and guidance of Hon'ble Minister for Roads, Transport & Highways, Nitin Gadkari, the Ministry has constructed over 60,000 kilometers of highways, significantly enhancing national connectivity and economic integration.

Minister mentioned about the development of high-speed corridors such as the Delhi–Mumbai Expressway, India's longest expressway, which drastically reduces travel time between two major economic hubs; the Delhi–Meerut Expressway, a model of urban expressway design that cuts travel time from 2.5 hours to just 45 minutes; and other transformative projects like the Dwarka Expressway, Amritsar–Jamnagar Expressway, and the Bengaluru–Mysuru Expressway, all contributing to faster, safer, and more efficient travel.

Malhotra stated that the pace of highway construction has accelerated from 12 km/day in 2014 to over 30

km/day, a testament to streamlined processes, digital project monitoring, and enhanced public-private partnerships.

Malhotra stated that In last 5 years, development works of NHA has generated estimated 45 Crore man days of direct employment, 57 Crore man days of indirect employment and 532 Crore man days of induced employment.

Minister mentioned about MoRTH engagement in resolving policy, environmental, and logistical roadblocks to ensure that infrastructure development aligns with the vision of Viksit Bharat @2047.

Malhotra stated that the Ethanol blending is being encouraged under the E20 target, with around 800 ethanol production projects registered across India.

Minister stressed about the pollution from highway construction and stated that MoRTH has introduced Bharat Stage (CEV/Trem)-V emission norms for construction equipment and tractors.

Malhotra raised concerns about the road accidents and black spots and stated that MoRTH has rectified approximately 14,000 black spots across India. Further, Safety audits, improved signage, pedestrian infrastructure, and delegated technical approvals have made highway design more responsive and inclusive.

Minister mentioned about the Highway Heroes of India ie our Truck Drivers and said that Modi Government is committed to the well

being of our Highway Heroes who are the backbone of India's logistics sector.

Malhotra mentioned that MoRTH has invested in skill development through driver training institutes and refresher programs. Health and welfare initiatives include mandatory insurance coverage, and the Cashless Treatment Scheme-2025, which provides free treatment up to ₹1.5 lakh during the critical Golden Hour after an accident.

Minister also stated that Government has currently awarded 501 Wayside Amenities (WSAs) along National Highways/Expressways. Out of these, 94 Wayside Amenities have been made operational. The development of more than 700 WSAs is likely to be completed by the Financial Year 2028-2029. Further, the Wayside Amenities have provision of facilities like Fuel Station, Electric Vehicle Charging Station, Toilets, Drinking Water, Parking, Dhaba/Restaurant/Eateries and dormitories for truck drivers.

Minister at the end said that MoRTH's journey over the last 11 years reflects a transformative shift in India's transport landscape—from building world-class infrastructure to addressing environmental and safety challenges. As we move toward the vision of Viksit Bharat @2047, the Ministry remains committed to innovation, sustainability, and inclusivity. With continued focus on green mobility, accident reduction, and skill development, MoRTH is not just building roads—it is paving the way for a safer, cleaner, and more prosperous India.



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