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Monthly Magazine of All India Transporters Welfare Association

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

ADAS, GNSS and budgeted Infrastructure: Revolutionising the trucking industry.

How these will protect heavy-vehicle drivers, cut claims,
and boost margins of transporters.

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TrucksUp Signs MoU With
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EDITOR-IN-CHIEF: S. N. Arya

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PRINTED & PUBLISHED BY: Ashok Gupta

OWNED BY: All India Transporters Welfare Association

PRINTED BY: Shashi Printing Solution, D-128, Sector 10, Noida (UP), India.

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

Tel: - 011-49842807, Tele Fax-011-23626915, Website: www.aitwa.org, Email: aitwaho@gmail.com

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ADAS, GNSS, and Infrastructure: Keys to Driving into the Future

Friends,

In this issue, we are discussing the role of intelligent technologies and infrastructure to transform the transport sector for safe and error-free driving.

Hope you'll enjoy every bit of it!

Modern transportation is undergoing a quiet but profound transformation. At the heart of this shift are three interconnected forces—Advanced Driver Assistance Systems (ADAS), Global Navigation Satellite Systems (GNSS), and increasingly intelligent infrastructure. Together, they are redefining how vehicles perceive the world, make decisions, and move through it—making roads safer, fleets more efficient, and autonomy increasingly achievable.

ADAS refers to a suite of electronic, sensor-based systems designed to assist drivers and reduce the likelihood of human error. This is critical because human mistakes account for the overwhelming majority of road accidents—estimated at around 94 % globally. ADAS acts as an “active safety” layer, constantly monitoring the driving environment and intervening when necessary.

These systems rely on a combination of sensors and computing intelligence. Cameras capture visual data, radar detects the distance and speed of nearby objects, lidar builds detailed 3D maps of surroundings, and ultrasonic sensors assist with short-range detection. This data is processed using Artificial Intelligence (AI) to interpret real-world scenarios in real time.

The result is a range of practical, life-saving features. Automatic Emergency Braking (AEB) can detect imminent collisions and apply the

brakes if the driver fails to react. Lane Departure Warning (LDW) and Lane Keep Assist (LKA) monitor road markings and help keep the vehicle centred. Adaptive Cruise Control (ACC) maintains a safe following distance by adjusting speed automatically, while Blind Spot Monitoring alerts drivers to vehicles they may not see.

ADAS capabilities are categorised by levels of automation—from Level 0 (no automation) to Level 2 (partial automation), where systems can control steering and speed under certain conditions but still require driver supervision. Higher levels—Levels 3 to 5—move toward full autonomy, with Level 5 representing fully self-driving vehicles.

While ADAS focuses on what is happening around the vehicle, GNSS answers a different but equally vital question: where the vehicle is. GNSS is an umbrella term for satellite-based navigation systems such as GPS (United States), GLONASS (Russia), Galileo (European Union), and BeiDou (China). These constellations provide precise, real-time data on location, speed, and timing anywhere on Earth.

In transportation, GNSS acts as an “absolute positioning” system. It enables turn-by-turn navigation, real-time traffic updates, and route optimisation—reducing travel time and fuel consumption. For logistics and fleet operators, GNSS underpins Automatic Vehicle Location (AVL) systems, allowing companies to track vehicles, monitor performance, and improve scheduling with high accuracy.

GNSS also enables geofencing, which



Ashok Gupta

creates virtual boundaries to trigger specific actions—such as restricting access to sensitive zones or enabling autonomous features only within defined corridors. In infrastructure management, GNSS is used to track construction equipment, monitor maintenance vehicles, and manage operations even in low-visibility conditions.

Individually, ADAS and GNSS are transformative. But their real power emerges when they are integrated—a process known as sensor fusion. ADAS sensors provide “relative positioning,” detecting objects and obstacles around the vehicle, while GNSS provides “absolute positioning,” determining its exact location on a map. Together, they deliver a far richer and more reliable understanding of the driving environment.

In dense urban environments, where tall buildings can block or reflect satellite signals, ADAS sensors and Inertial Measurement Units (IMUs) help maintain accuracy. Conversely, in adverse weather conditions—such as heavy rain or fog—high-precision GNSS, often enhanced by Real-Time Kinematic (RTK) corrections, can support navigation when visibility is compromised. This redundancy is critical for safety, ensuring that if one



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system is weakened, another can compensate.

However, the full potential of ADAS and GNSS cannot be realised without a third pillar: infrastructure. Roads, highways, and urban corridors are no longer passive surfaces; they are becoming active participants in the mobility ecosystem.

Well-maintained road markings, clear signage, and standardised lane designs are essential for ADAS systems to function reliably. Faded lane markings or inconsistent signage can confuse cameras and sensors, reducing system effectiveness. Similarly, high-quality digital maps—constantly updated to reflect real-world changes—are crucial for GNSS-enabled navigation and autonomous functions.

Beyond physical infrastructure, digital infrastructure is playing an increasingly important role. Intelligent Transport Systems (ITS), roadside sensors, and connected traffic signals can communicate with vehicles, providing real-time information about traffic conditions, hazards, and road usage. This Vehicle-to-Infrastructure (V2I) communication enhances situational awareness beyond the vehicle's immediate line of sight.

For example, a connected traffic signal can alert an approaching vehicle about an upcoming red light, enabling smoother braking and improved fuel efficiency. Roadside units can warn of accidents, construction zones, or adverse weather conditions ahead. In freight corridors, such systems can optimise traffic flow, reduce



For example, a connected traffic signal can alert an approaching vehicle about an upcoming red light, enabling smoother braking and improved fuel efficiency. Roadside units can warn of accidents, construction zones, or adverse weather conditions ahead. In freight corridors, such systems can optimise traffic flow, reduce congestion, and improve turnaround times for commercial vehicles

congestion, and improve turnaround times for commercial vehicles.

Infrastructure also enables the concept

of “smart corridors” and “autonomous-ready zones,” where high-precision GNSS corrections, reliable connectivity, and consistent road conditions allow advanced automation features to operate safely. In countries like India, where road conditions and traffic behaviour can be highly variable, targeted infrastructure upgrades can significantly accelerate the adoption of these technologies.

The convergence of ADAS, GNSS, and smart infrastructure is central to the future of mobility. Self-driving systems require not only a detailed understanding of their surroundings and precise positioning, but also a supportive environment that enhances reliability and safety.

Beyond passenger vehicles, the impact extends across the transport ecosystem. In trucking and logistics, these technologies enable real-time tracking, predictive maintenance, and optimised routing—reducing costs and improving service reliability. In public infrastructure, they support smarter traffic management and more efficient use of resources. In construction and heavy industry, they enhance precision and safety in complex operations.

In essence, ADAS, GNSS, and infrastructure together form the backbone of a new transportation paradigm—one where safety is proactive, efficiency is data-driven, and autonomy is steadily becoming a reality.

**Regards,
Ashok Gupta**



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Clear Vision, Safer Roads

Road safety is often framed at scale—better highways, stricter regulations, smarter vehicles, and intelligent systems. Yet beneath this expansive narrative lies a quieter truth: safety begins with what the driver can see. Before algorithms intervene and before infrastructure enables movement, every decision on the road is shaped by human perception. Clear vision is not a minor detail; it is the first layer of safety upon which everything else is built.

Within the transport ecosystem, this aspect is frequently overlooked. Drivers spend long hours navigating unpredictable conditions, where split-second judgments determine outcomes. Yet many operate without regular eye check-ups, and some avoid wearing prescribed glasses altogether. The reasons vary—social stigma, fear of reduced employability, limited access to care, or simple inconvenience. The result is a silent compromise, where drivers adjust to blurred visibility rather than correcting it.

From an operational standpoint, the choice is simple. A driver who sees clearly is safer, more confident, and

more consistent. But behavior does not change through logic alone. Wearing glasses must be reframed as responsibility, not limitation. Just as seatbelts and helmets became normalized through sustained messaging, clear vision must find its place within the safety culture of transport. At the same time, practical challenges—fogging lenses, long-haul maintenance, and affordability—must be addressed with empathy, ensuring solutions are realistic for those on the road.

This human dimension of safety is now converging with a powerful technological transformation. India's trucking industry, long shaped by fragmentation and unpredictability, is evolving into a more structured, data-driven system. At the center of this shift are Advanced Driver Assistance Systems (ADAS), high-precision satellite navigation, and sustained infrastructure investment. Together, they are redefining road transport as a coordinated, intelligent network.

ADAS is fundamentally reshaping how safety is delivered. Traditionally, safety relied on driver vigilance—something inevitably affected by fatigue and long hours.



Ashok Goyal
National President, AITWA

ADAS introduces an active safety layer that monitors conditions, anticipates risks, and intervenes when necessary. Features such as lane departure warnings, driver monitoring systems, and automatic emergency braking are particularly valuable in long-haul operations. They detect early signs of risk—drift, drowsiness, delayed response—and either alert the driver or take corrective action.

This shift from reactive to preventive safety is significant. Fewer accidents mean reduced downtime, lower repair costs, and improved fleet availability. Insurance models are beginning to reflect this change, with safer fleets benefiting from lower risk profiles. In an industry where margins are tight, the financial impact is substantial. ADAS, therefore, is not just a safety upgrade; it is also an economic lever.

While ADAS strengthens safety, Global Navigation Satellite Systems (GNSS) are transforming operational efficiency. Traditional tools provided basic tracking, but modern systems deliver real-time, high-accuracy data that allows fleets to operate with precision. Dynamic route optimization helps avoid congestion and delays, reducing fuel consumption and ensuring timely deliveries. Fleet





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managers gain deeper visibility into movement, enabling better planning, scheduling, and asset utilization.

These efficiencies scale meaningfully across fleets. Reduced idle time, shorter routes, and improved turnaround directly enhance profitability. Security also improves, as real-time tracking and geofencing allow quick responses to deviations, helping prevent cargo theft and fuel pilferage. GNSS turns movement into measurable, controllable performance.

However, technology cannot function in isolation. Infrastructure is the enabler that allows both ADAS and GNSS to deliver full value. High-quality roads, dedicated freight corridors, and integrated logistics hubs create the conditions for consistent, high-speed movement. Access-controlled expressways reduce variability, allowing advanced systems to operate more reliably.

Equally important is digital infrastructure. Seamless connectivity ensures uninterrupted data flow, enabling real-time communication between vehicles, operators, and systems—even in remote areas. Initiatives such as freight corridors and multi-modal logistics parks further strengthen the ecosystem by reducing bottlenecks and improving cargo flow. Infrastructure, in this sense, amplifies both intelligence and efficiency.

What makes this transformation compelling is the synergy between these elements. ADAS enhances safety by reducing dependence on human reflexes alone. GNSS brings clarity and precision to operations. Infrastructure ensures scalability and consistency. Together, they are converting a historically fragmented



sector into a coordinated, high-performance system.

Yet even within this advanced framework, the importance of clear vision remains unchanged. Technology can assist, warn, and correct, but it still depends on the driver as the central decision-maker. A driver supported by advanced systems but struggling with poor eyesight is still at a disadvantage. Clear vision is the first checkpoint of safety—the point where human capability aligns with technological support.

This is why vision care must be treated as part of the same transformation. Taking eye care directly to drivers—through mobile check-ups, screenings at rest stops, and integration into fleet operations—can bridge the accessibility gap. Embedding such services into highway infrastructure ensures that vision care becomes systemic rather than occasional.

The responsibility for driving this shift is shared. Policymakers can mandate vision checks during licensing and renewals. Industry leaders can foster environments where drivers feel supported in prioritizing their eyesight. Healthcare providers can

ensure affordability and reach, while communities can help break stigma. Even insurers can encourage adoption by linking safe driving practices to incentives.

India's transport sector is steadily moving toward a future defined by intelligence, precision, and integration. Trucks are no longer isolated units navigating uncertainty; they are becoming part of a connected ecosystem guided by data and supported by advanced systems. This evolution promises greater efficiency, improved profitability, and safer roads.

And yet, amid this progress, the essence of safety remains simple. For all the sophistication of ADAS, the precision of GNSS, and the scale of infrastructure investment, everything ultimately depends on a basic human function. The ability to see clearly continues to shape every reaction and decision on the road.

We can conclude by saying that no matter how advanced the transport ecosystem becomes, one truth remains constant: if a driver cannot see clearly, no system can fully compensate. But when vision is clear, everything else aligns with far greater precision.



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Rethinking ADAS: GNSS Is No Longer Optional

For years, Global Navigation Satellite Systems (GNSS) carried a quiet stigma in the automotive world—especially in safety-critical applications like Advanced Driver Assistance Systems (ADAS). The concern was understandable. In dense urban environments, where tall buildings block or reflect satellite signals, GNSS often struggles to deliver consistent accuracy. As a result, many ADAS developers chose to rely more heavily on cameras, radar, and LiDAR, shaping an ecosystem built primarily on environmental perception.

These technologies brought remarkable progress. Cameras became the vehicle's primary “eyes,” identifying lane markings, traffic signs, and obstacles. LiDAR added depth, constructing detailed 3D maps, while radar ensured reliability in low-visibility conditions. Together, they created a powerful system capable of interpreting immediate surroundings with speed and precision.

Yet, a fundamental limitation persisted. These sensors are inherently relative—they explain what is happening around the vehicle, but not definitively where the vehicle is in the world. A camera may detect a lane, but cannot confirm which road it belongs to in a complex interchange. LiDAR can map objects, but struggles to anchor them to a precise geographic location. Even high-definition maps depend on accurate positioning to remain aligned with reality.

This is where GNSS plays a critical, often underappreciated role.

Unlike other sensors, GNSS provides absolute positioning—precise latitude and longitude that ground all other

data in a real-world reference frame. It transforms fragmented observations into a coherent understanding of location. Rather than competing with cameras or LiDAR, GNSS complements them, adding a vital layer of context that strengthens the entire system.

The importance of this role becomes clearer when viewed through the lens of redundancy. In modern automotive

The importance of this role becomes clearer when viewed through the lens of redundancy. In modern automotive safety, no single sensor can be relied upon under all conditions. Cameras may struggle in fog or heavy rain. LiDAR performance can degrade in adverse weather. GNSS signals can weaken in tunnels or urban canyons

safety, no single sensor can be relied upon under all conditions. Cameras may struggle in fog or heavy rain. LiDAR performance can degrade in adverse weather. GNSS signals can weaken in tunnels or urban canyons. But when these technologies are integrated, their individual weaknesses are mitigated, creating a more resilient and reliable system.

This layered approach—sensor



Abhishek Gupta
General Secretary, AITWA

fusion—is now central to the evolution of ADAS. GNSS supports other sensors by helping initialise and calibrate them, ensuring they operate from a known reference point. It also acts as a continuous validation layer, cross-checking sensor data and detecting inconsistencies caused by drift, misalignment, or environmental interference.

As the industry moves toward Level 3 automation and beyond, this capability becomes indispensable. At higher levels of autonomy, vehicles must make complex decisions with minimal human input. The margin for error narrows significantly, making precise, reliable positioning essential. Knowing the exact lane a vehicle occupies is no longer a luxury—it is a requirement for safe navigation.

However, for GNSS to fulfil this role, its historical limitations must be addressed. Signal obstruction, multipath interference, and environmental disruptions have long affected its reliability. Recent advancements in GNSS technology are significantly improving performance, largely through software innovation. Modern solutions use intelligent algorithms to enhance line-of-sight signals while filtering out

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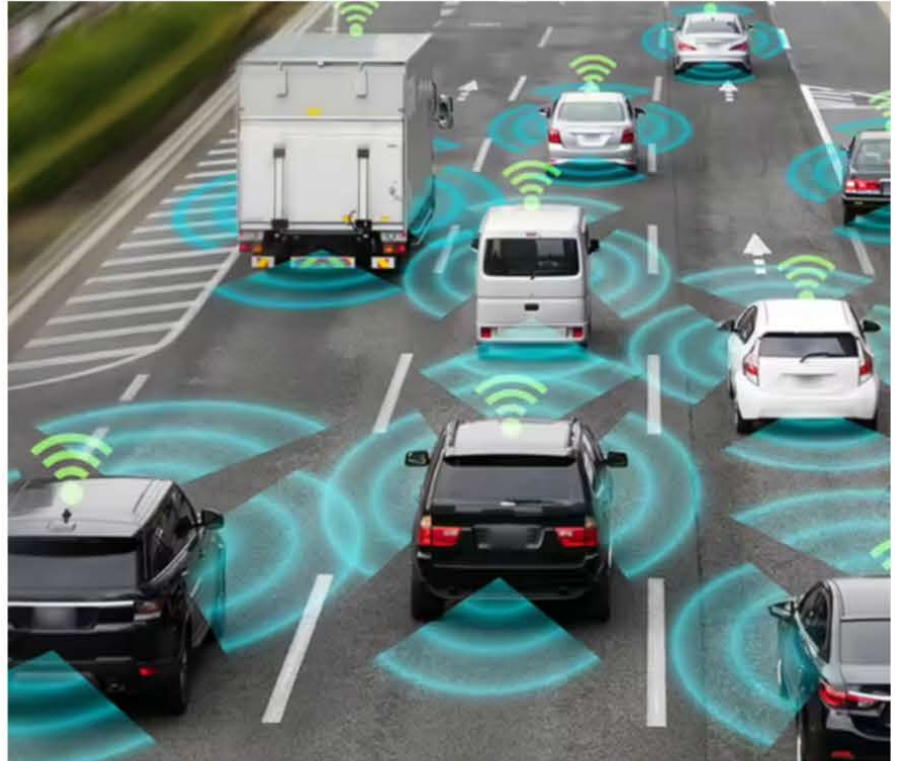
reflected or distorted ones. These improvements enable more stable and accurate positioning, even in challenging environments like urban corridors or areas with dense foliage.

Importantly, these advancements do not require a complete overhaul of vehicle hardware. Software-driven enhancements allow manufacturers to upgrade performance cost-effectively, making reliable GNSS more accessible across vehicle segments. This approach accelerates adoption while keeping costs under control—an essential factor in large-scale deployment.

As GNSS reliability improves, its impact extends across the entire ADAS ecosystem. Reduced positional uncertainty enhances the performance of critical features such as lane-keeping assistance, adaptive cruise control, and automated lane changes. It also strengthens driver confidence and trust in increasingly automated systems.

Beyond real-time positioning, GNSS introduces a powerful predictive dimension. Traditional ADAS systems are largely reactive, responding to immediate inputs. When combined with high-definition maps, GNSS enables vehicles to anticipate upcoming road conditions—curves, gradients, speed limits, or construction zones—before they come into view. This foresight allows for smoother, safer, and more efficient driving decisions, improving both comfort and energy efficiency.

GNSS also plays a crucial role in maintaining long-term system accuracy. Over time, sensors can drift or become misaligned due to vibrations, minor impacts, or maintenance changes. GNSS provides a stable external reference point, enabling continuous validation and recalibration. This ensures that the system remains reliable not just in the moment, but throughout the vehicle's lifecycle.



GNSS applications extend even further in connected mobility ecosystems. It enhances fleet management by enabling real-time tracking and performance monitoring. It also contributes to smarter infrastructure, where traffic systems and vehicles interact dynamically to optimise flow and reduce congestion.

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ecosystems. It enhances fleet management by enabling real-time tracking and performance monitoring. It also contributes to smarter infrastructure, where traffic systems

and vehicles interact dynamically to optimise flow and reduce congestion.

What emerges is a more integrated vision of transportation—one where perception, positioning, and prediction work in harmony. ADAS delivers immediate awareness, GNSS provides global context, and together they create a system that is significantly more capable than either could achieve alone.

The narrative around GNSS is steadily evolving. Once viewed as unreliable for safety-critical applications, it is now being recognised as a cornerstone of advanced vehicle systems. This shift reflects a broader truth about technological progress: innovation is rarely about replacing one solution with another, but about integrating strengths to overcome limitations.

As the automotive industry advances toward higher levels of autonomy, the need for reliable absolute positioning will only grow. GNSS, strengthened by modern enhancements, is well positioned to meet this demand—not as a standalone solution, but as a critical partner within a layered, intelligent system.



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ADAS, GNSS and budgeted Infrastructure: Revolutionising the trucking industry.



How these will protect heavy-vehicle drivers, cut claims, and boost margins of transporters.

A quiet transformation is sweeping through the trucking industry—one that is less about horsepower and more about intelligence. The convergence of Advanced Driver Assistance Systems (ADAS), Global Navigation Satellite Systems (GNSS), and targeted infrastructure investment is reshaping road transport into a safer, more efficient, and data-driven ecosystem. By 2026, this shift is no longer optional. It is structural, regulatory, and, increasingly, indispensable—especially in India, where ADAS for heavy vehicles is becoming mandatory in a phased rollout beginning April 1, 2026.

At its core, this evolution addresses a

longstanding paradox in trucking: while the sector is the backbone of economic movement, it has historically been vulnerable to inefficiencies, safety risks, and thin margins. The integration of these technologies is now resolving that tension—turning trucks into intelligent systems, highways into connected corridors, and transport businesses into precision-led operations.

A Digital Co-Pilot for Every Driver

Human error has long been the dominant cause of road accidents, particularly in heavy commercial vehicles, where fatigue, blind spots, and long braking distances amplify risks. ADAS is changing that equation by introducing a constant, vigilant digital co-pilot.

Technologies such as Advanced

Emergency Braking Systems (AEBS) and Blind Spot Information Systems (BSIS) are becoming standard features rather than premium add-ons. AEBS, for instance, can detect an imminent collision and automatically apply brakes—an intervention that is particularly critical for heavy trucks that cannot stop abruptly. Meanwhile, blind spot detection systems alert drivers to vehicles or pedestrians in areas they cannot easily see, significantly reducing side-impact accidents.

Equally transformative is the rise of AI-powered driver monitoring systems. These in-cabin technologies track eye movement, head position, and behavioural patterns to detect fatigue or distraction in real time. In a profession where long hours and monotonous routes are the norm, such systems act as an early warning

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mechanism, often preventing accidents before they occur.

Stability control systems further enhance safety by preventing rollovers during high-speed manoeuvres or sudden directional changes. Combined with features like lane departure warnings and adaptive cruise control, ADAS not only reduces risk but also makes long-haul driving less physically and mentally taxing. The result is a safer, more sustainable working environment for drivers—arguably the most critical stakeholders in the logistics chain.

From Risk to Resilience: Lowering Costs Through Intelligence

Beyond safety, the financial implications of this technological convergence are profound. Accidents are not just human tragedies; they are also major cost centres involving repairs, insurance claims, legal liabilities, and downtime. By reducing both the frequency and severity of incidents, ADAS and telematics are directly improving the financial health of fleet operators.

Fewer collisions translate into fewer insurance claims, and insurers are increasingly recognising this shift. Fleet operators equipped with advanced safety systems, cameras, and telematics are beginning to benefit from lower premiums, reflecting their reduced risk profiles. At the same time, the availability of real-time data—often captured through dashcams and onboard sensors—provides objective evidence in the event of disputes, protecting operators from fraudulent or exaggerated claims.

Preventive maintenance is another area undergoing a quiet revolution. GNSS-enabled telematics systems continuously monitor vehicle health, tracking parameters such as engine performance, brake wear, and fuel consumption. This allows operators to



identify potential issues before they escalate into costly breakdowns. The shift from reactive to predictive maintenance not only reduces repair costs but also minimises unplanned downtime—one of the most significant hidden expenses in logistics.

Efficiency as a Competitive Advantage

In an industry defined by tight margins and rising input costs, efficiency is everything. Here, the combined power of ADAS, GNSS, and connected infrastructure is unlocking new levels of operational performance.

Advanced GNSS systems now provide real-time route optimisation, factoring in traffic conditions, weather, road quality, and even vehicle specifications. This ensures that trucks take the most efficient routes, reducing fuel consumption and transit times. In a country as geographically diverse as India, such optimisation can translate into substantial cost savings over time. Fuel efficiency gains are further supported by ADAS features that promote smoother driving behaviour. By minimising harsh braking and unnecessary acceleration, these systems help improve mileage—often

by double-digit percentages. When scaled across large fleets, even marginal gains per vehicle can significantly impact overall profitability.

Fleet management is also becoming more sophisticated. With 360-degree visibility enabled by cameras and telematics, operators can track vehicle location, driver behaviour, and asset utilisation in real time. This leads to better planning, higher utilisation rates, and reduced idle time. The integration of high-speed connectivity—especially with the expansion of 5G networks—means that decisions can now be made faster and with greater accuracy, reducing reliance on manual processes and guesswork.

Infrastructure: The Silent Enabler

While in-vehicle technology is critical, its full potential can only be realised within a supportive infrastructure ecosystem. Recognising this, India's Budget 2026 has placed significant emphasis on upgrading both physical and digital road infrastructure.

Massive investments in highways and bridges are improving road quality and expanding high-speed corridors,



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allowing trucks to operate more efficiently and safely. Smoother roads reduce wear and tear on vehicles, enhance fuel efficiency, and enable more predictable transit times.

Equally important is the push toward intelligent transportation systems (ITS). Investments in digital infrastructure are enabling connected highways, where vehicles can communicate with each other and with roadside systems. This Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) communication opens the door to a new level of coordination—reducing congestion, preventing accidents, and optimising traffic flow.

Barrier-free tolling is another milestone in this journey. The widespread adoption of FASTag, combined with AI-enabled camera systems, is expected to eliminate long queues at toll plazas by late 2026. For fleet operators, this means less idle time, lower fuel consumption, and faster turnaround cycles.

Safety enhancements on highways—such as improved signage, better lighting, and the deployment of Truck Mounted Attenuators (TMAs)—are further contributing to a reduction in accident severity. These measures, while less visible than high-tech systems, play a crucial role in

creating a safer operating environment.

A New Operating Model for Trucking

What emerges from this convergence is not just incremental improvement,

What emerges from this convergence is not just incremental improvement, but a fundamental shift in how trucking operates. Vehicles are becoming smarter, drivers are becoming safer, and roads are becoming more responsive. Data is at the centre of this transformation—informing decisions, reducing uncertainty, and enabling continuous optimisation

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becoming smarter, drivers are becoming safer, and roads are becoming more responsive. Data is at the centre of this transformation—informing decisions, reducing uncertainty, and enabling continuous optimisation.

For transport businesses, the implications are clear. The adoption of ADAS, GNSS, and connected infrastructure is no longer a matter of competitive advantage alone; it is becoming a baseline requirement. Those who embrace this shift stand to gain not only in safety and compliance but also in profitability and resilience.

For drivers, the change is equally significant. Technology is not replacing them; it is empowering them—reducing fatigue, enhancing awareness, and providing a safety net in critical moments.

And for the broader economy, a more efficient and reliable trucking sector means smoother supply chains, lower logistics costs, and stronger economic growth.

The road ahead is, quite literally, becoming intelligent. And in this new landscape, the winners will be those who recognise that the future of trucking is not just about moving goods—it is about moving them smarter, safer, and with purpose.

X



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Electric vs. Diesel: Which Truck Actually Saves You More Money?

Diesel engines, the primary choice for the logistics industry for decades, now have a quiet yet powerful replacement: the Battery Electric Trucks (BETs). While the environmental benefits of switching to BETs are well-known, a recent Assessment of Maintenance and Repair Costs of Battery Electric Trucks by the **Centre of Excellence for Zero Emission Trucking (CoEZET), IIT Madras**, shows that the real advantage for fleet owners is the potential for lower operating costs.

Breaking Down the Savings

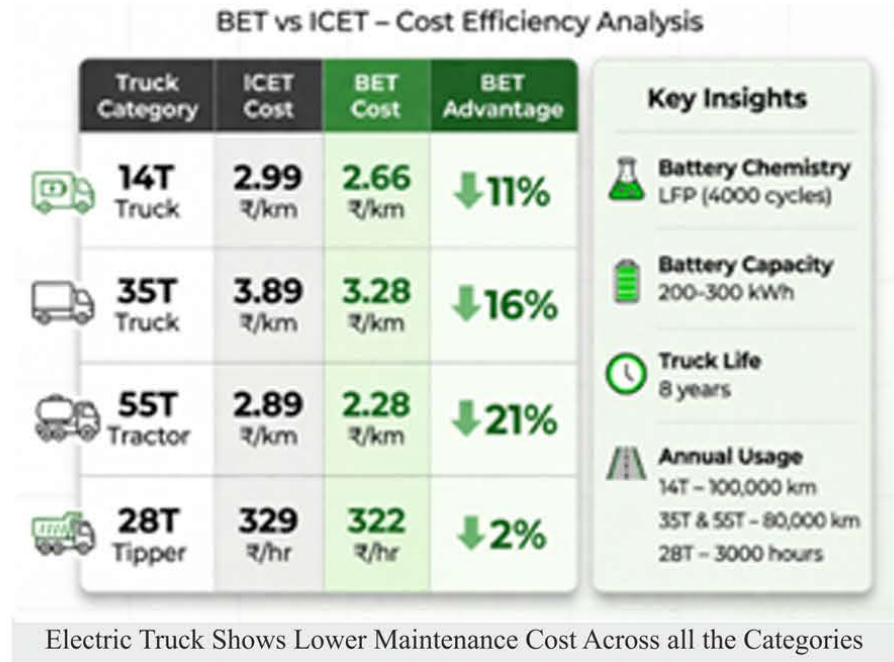
A comprehensive analysis comparing BETs to traditional Internal Combustion Engine (ICE) trucks across four major segments, 14T Haulage, 35T Haulage, 55T Tractor, and 28T Tipper, uncovered significant maintenance and repair cost (MRC) advantages for electric models. The findings indicate that BETs can offer substantial savings over an eight-year lifespan:

- **55T Tractor Trailers:** Lead the pack with a **21% reduction** in maintenance costs.
- **35T Haulage:** Offers a **16% saving**.
- **14T Haulage:** Provides an **11% reduction**.
- **28T Tippers:** Show a more modest but still positive **2% saving**.

For a 55T Tractor, this translates to a drop from ₹2.89 per km for diesel to just ₹2.28 per km for electric.

Why Electric Costs Less

The primary driver of these savings is the radical simplification of the vehicle's powertrain. Traditional



diesel-specific aggregates like the engine, clutch, gearbox, and exhaust systems are entirely removed. In their place, BETs utilize a traction motor and a battery pack.

While basic components like axles, brakes, and suspension remain largely the same, the overall volume of consumables, such as engine oil and complex fuel injection parts is significantly lower in electric models.

The Battery Factor

Currently, the most significant maintenance expense for BETs lies in battery packs and high-voltage electrical components. The CoEZET study based its calculations on Lithium Iron Phosphate (LFP) chemistry, known for its durability, with an expected life of 4,000 cycles before reaching an 80% state of health.

Industry experts note that while part replacement costs are currently higher for BETs, this is expected to shift. As local supply chains establish themselves and mass production

scales up, the focus will move from simply replacing expensive components to repairing and optimizing them.

Looking Ahead

The transition to zero-emission trucking isn't just a win for the planet; it's a strategic move for operational efficiency. While India's expressway revolution is reducing travel time and improving vehicle utilization, the adoption of BETs could further enhance the profitability of these routes by reducing operational overheads. As the government pushes for newer, cleaner models through increased fitness fees for older vehicles, the case for transitioning to electric becomes even more compelling.

For the modern fleet owner, the message is clear: the initial investment in electric technology is increasingly offset by lower maintenance hurdles, paving the way for a more sustainable and profitable future on Indian road.

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What is Safety? It Begins with Clear Vision

**Reema Kothari Jogani –
Reema Transport Pvt Ltd (RTPL) &
All India Transport Welfare Association
(Chairperson – Women’s Wing)**



In the transport ecosystem, safety is often discussed in terms of vehicles, technology, regulations, and operations. We talk about seat belts, fatigue, speed limits, and compliance. But recently, a panel discussion shifted my perspective and made me reflect on something far more fundamental **safety at a micro level: clear eyesight.**

As a transport entrepreneur, safety is not just a priority it is a responsibility towards every individual on the road, whether they are drivers, passengers, or fellow commuters. Yet, in all our conversations around safety, we often overlook one critical factor: **what the driver actually sees.**

The Hidden Reality of Vision on the Road

When I paused and introspected, I realized something concerning. Many drivers our sarthis either do not check their eyesight regularly or avoid wearing prescribed glasses while driving.

Why?

Because wearing glasses is often seen as a weakness. Some fear it may impact their job opportunities. Others feel it affects their image. And in many cases, it's simply a lack of awareness or access.

But from an owner's perspective, the reality is very clear:

I would always choose a driver who wears glasses and sees clearly over

someone who struggles silently.

Glasses Are Not a Weakness They Are a Safety Tool

We need to change this narrative.

Wearing glasses is not a limitation it is a responsibility. In fact, it should be seen as something positive, even aspirational. Just like we have strong campaigns around “Don't drink and drive” or “Wear your seatbelt,” it's time we normalize and promote: **“Wear your glasses. Drive safely.”**

Why can't glasses be seen as stylish? Why can't they look cool?

With the right campaigns and the support of influencers, actors or public figures we can reposition eyewear as both **functional and fashionable**, especially for drivers who spend long hours on the road.

The Practical Challenges Drivers Face

At the same time, we must acknowledge the real challenges drivers experience:

- Glasses can become **foggy during rains or cold weather**, making driving uncomfortable and sometimes unsafe
- Many drivers cannot afford **multiple pairs**, especially **progressive lenses**, which are expensive
- Managing and maintaining glasses during long-haul journeys is not always easy

These are real issues, and solving them requires empathy—not judgment.

Introducing DRIVES: Driving with Vision for Safety

At its core, **DRIVES** is about a simple but powerful idea:

Clear vision leads to safer roads.

When a driver can see clearly:

- Reaction time improves
- Judgment becomes sharper
- Fatigue reduces
- Overall driving becomes safer

And the impact goes beyond just one driver—it improves the safety of the entire fleet and everyone on the road.

Taking Vision Care to the Driver

One of the biggest gaps is access.

Drivers are always on the move. Expecting them to visit clinics regularly is not practical. Instead, **we must take vision care to them.**

- Mobile eye check-up camps
- Vision screening at key halt points and resting areas
- Regular awareness drives within fleets

In fact, eye check-ups should be integrated into infrastructure planning **at regular intervals along highways, as part of initiatives like the national logistics and infrastructure vision.**

A Collective Responsibility

No single stakeholder can solve this alone:

- **Government** must set strong

frameworks and mandate vision checks during license issuance and renewal

- **Industry** must implement on-ground changes and create a supportive environment

- **Healthcare providers** must ensure accessibility and affordability

- **NGOs and communities** must drive awareness and break social stigma

Linking regular vision checks to **insurance benefits or incentives** can also encourage adoption making it feel like a benefit, not a burden.

Changing Behaviour, One Step at a Time

As industry leaders, we interact with drivers daily. This gives us the unique ability to influence behaviour directly and quickly.

If we communicate in a way that drivers relate to, the message will spread faster:

- Less stress
- Fewer accidents
- Better performance
- More consistent income

The Core Message

At the end of the day, it all comes down to one simple truth:

“If you can't see clearly, you can't drive safely.”

Safety does not always start with big systems or advanced technology. Sometimes, it starts with something as basic and as powerful as clear vision.

And perhaps, it's time we all start seeing that more clearly.

Highways at a Turning Point: India Sees Decline in Road Fatalities

India's long and often perilous highways are showing early signs of a turnaround. Recent data indicates that road fatalities on national highways declined by around 11% in 2025, dropping to 57,482 from 64,772 in 2024. The figures, shared with the Lok Sabha and drawn from the electronic Detailed Accident Report (eDAR) system, suggest that sustained efforts in enforcement, awareness, and infrastructure may finally be bending the curve—though the journey toward safer roads remains far from complete.

The reduction is particularly striking in several large states. Uttar Pradesh recorded a significant fall, with deaths decreasing from 9,560 in 2024 to 6,973 in 2025. Madhya Pradesh saw a similar trend, with fatalities dropping from 4,644 to 2,882. Chhattisgarh also contributed to the overall decline, while Punjab reported a decrease from 1,562 deaths to 858 over the same period. These improvements hint at better compliance with safety norms,

stricter policing, and perhaps incremental upgrades in road conditions and emergency response systems.

Yet, the picture is not uniformly positive. Gujarat and Jharkhand stand out as exceptions, with both states reporting a rise in fatalities. Gujarat's numbers increased from 2,192 in 2024 to 2,380 in 2025, while Jharkhand saw a smaller but concerning uptick from 1,686 to 1,783 deaths. These increases serve as a reminder that progress in road safety is uneven and demands consistent, localised attention.

Officials caution that the eDAR data is provisional. Since many victims succumb to injuries days or even weeks after accidents, the final tally is expected to be confirmed only after full verification. Even so, there is cautious optimism that the downward trend will hold when the complete data is compiled. The reliance on digital reporting systems like eDAR itself marks a step forward, enabling more accurate tracking and analysis of

accidents, which in turn can guide better policymaking.

Behind these numbers lies a complex web of factors. Road accidents are rarely caused by a single issue; they result from a combination of human error, vehicle condition, road design, and enforcement gaps. While improvements in any one area can yield results, lasting change requires a holistic approach. Safer road engineering, widespread adoption of vehicle safety technologies, and stricter adherence to traffic rules must work in tandem.

The reported decline offers hope, but it should not breed complacency. Each statistic represents a life lost, a family affected, and a reminder of the work still needed. India's highways are vital arteries of economic growth, but they must also become corridors of safety. The recent progress, though encouraging, is best seen as a beginning—one that must be strengthened through sustained commitment, innovation, and accountability at every level.

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Tata Motors Reaches 10 Lakh Commercial Vehicle Production Mark at Lucknow Plant

Tata Motors Ltd., India's largest commercial vehicle manufacturer, marked a defining milestone by rolling out the 10th lakh commercial vehicle from its Lucknow facility, commemorating more than three-and-a-half decades of its presence in Uttar Pradesh and its contribution to industrial excellence, economic growth, skill development, and sustained livelihood creation. At a time when India's commercial vehicle market is rapidly transitioning to cleaner, smarter, and more efficient mobility solutions, this milestone demonstrates Tata Motors' leadership in creating the future of mobility. The milestone vehicle, a zero-emission electric bus, demonstrated Uttar Pradesh and Tata Motors' combined commitment to green transportation, which corresponded with the state's net-zero 2070 goal and the company's net-zero aim of 2045.

It was inaugurated by the Hon'ble Chief Minister of Uttar Pradesh, Yogi Adityanath, and Mr. N. Chandrasekaran, Chairman, Tata Sons Ltd., in the presence of the Hon'ble Deputy Chief Minister, Shri Brajesh Pathak, as well as Mr. Girish Wagh, Managing Director & Chief Executive Officer, Tata Motors Ltd., and eminent Ministers, public representatives, senior bureaucrats, government officials, and senior leaders from Tata Motors.

Speaking at the event, Yogi Adityanath, Hon'ble Chief Minister of Uttar Pradesh, remarked, "The rollout

of 10 lakh trucks and buses from Tata Motors' Lucknow facility is a moment of pride for the entire state. It is a recognition of the state's capabilities and immense potential, as well as of its talented people. Our vision is to transform Uttar Pradesh into a one-trillion-dollar economy, with industry and entrepreneurs playing a pivotal role in this journey. The state offers a conducive ecosystem for scalable businesses, supported by a vast consumer market, a young, skilled workforce, and seamless connectivity. Tata Motors' success in Uttar Pradesh reflects the strength of this ecosystem and reinforces our commitment to fostering responsible industrial growth, creating jobs, building skills, and advancing sustainable socio-economic development," reported TrucksDekho.com.

Established in 1992, Tata Motors' Lucknow factory has become one of its most significant commercial vehicle manufacturing hubs. It produces trucks and buses that satisfy worldwide standards across numerous powertrains, including zero-emission electric and fuel-cell electric vehicles. The plant, located on approximately 600 acres, combines manufacturing scale with a strong focus on people and sustainability. It supports over 8,000 livelihoods, builds industry-relevant skills through flagship training programs, and operates as a water-positive facility powered by 100% renewable energy. This demonstrates Tata Motors' commitment to inclusive growth and responsible

industrialization. The facility also supports a dynamic supplier ecosystem, which benefits MSMEs and ancillary businesses in Uttar Pradesh and beyond.

Speaking at the event, Mr. N. Chandrasekaran, Chairman of Tata Sons Ltd., said, "The production of Tata Motors' 10th lakh commercial vehicle from its Lucknow facility reflects the strength of our longstanding partnership with Uttar Pradesh. Over more than three decades, this collaboration has demonstrated how industry, government, and communities can come together to drive industrial excellence, create livelihoods, and build capabilities at scale. We are deeply grateful to the Hon'ble Chief Minister and the entire state for their continued support and for fostering a progressive, growth-oriented approach. As Uttar Pradesh accelerates its journey towards sustainable and inclusive growth, we remain firmly committed to contributing to its progress and to shaping a future-ready mobility ecosystem."

The record production milestone of 10 lakh vehicles demonstrates Tata Motors' long-standing commitment to Uttar Pradesh, which is based on manufacturing excellence, people-centric growth, and responsible industrialisation. The Lucknow factory will play a key role in developing a cleaner, smarter, and more sustainable mobility future for India as the firm works towards net-zero status.

Established in 1992, Tata Motors' commercial vehicle manufacturing facility at Lucknow has evolved into one of the company's most significant and technologically advanced production hubs. The 600-acre campus produces cargo and passenger commercial vehicles with various powertrains, including zero-emission electric buses and trucks and fuel cell electric vehicles (FCEVs).

The plant is designed for flexibility and scale, with an annual production capacity of over one lakh automobiles, and it is a center of manufacturing excellence, supported by stringent quality, safety, and operational efficiency standards. Vehicles manufactured at Lucknow serve commercial mobility demands throughout India and are also exported to international markets, highlighting the facility's significance in supplying world-class products to consumers worldwide.

Tata Motors' Lucknow factory is built around a strong commitment to people, opportunity, and inclusive growth. The Plant symbolizes the company's belief in sharing progress through skilling, equitable workplaces, and long-term community development.

The facility creates over 8,000 job possibilities, boosting the regional economy while also benefiting families and communities throughout Uttar Pradesh. Tata Motors' presence in Uttar Pradesh has supported livelihoods and established the state as a future-ready manufacturing hub.

Women now make up a sizable share of the workforce, reflecting a long-standing commitment to create cultures that prioritize fairness, dignity, and equal opportunity. As a next step toward inclusivity, this Plant has established job possibilities for

people with disabilities from throughout the state.

The facility also acts as the foundation for the region's rich skilling and training ecosystem, including notable Earn and Learn programs like Kaushalya, Lakshya, and Saksham. Tata Motors has been collaborating closely with local communities to create pathways to meaningful employment through its innovative Dual System of Training (DST) and large-scale apprenticeship projects. These programs have provided thousands of adolescents across the state with industry-relevant skills, allowing them to boldly pursue dignified, respected jobs that provide stability, pride in their work, and long-term opportunities.

Tata Motors' Lucknow complex represents modern, responsible production, combining scale, sustainability, and advanced technology. The Plant prioritizes environmental stewardship by being CII-certified water positive and powered by 100% renewable electricity, resulting in a much lower carbon footprint. Digital and Industry 4.0 technologies, such as automation, robotics, and AI-enabled platforms, improve production safety, efficiency, quality, and resource optimization.

Together, these capabilities position the Lucknow plant as a model for future-ready manufacturing that delivers excellence while remaining deeply conscious of its environmental and social responsibilities.

Part of the USD 180 billion Tata Group, Tata Motors Ltd. (BSE: Scrip code 544569; NSE: Scrip code TMCV) is India's largest and a globally renowned manufacturer of utility vehicles, pick-ups, trucks, and buses. With over eight decades of leadership in commercial mobility, the

company is known for its innovation, reliability, and performance. Its advanced powertrains, connected technologies, and intelligent fleet solutions support a wide range of applications—from last-mile delivery to public transport, while seamlessly driving the wheels of the nation's economy. Guided by its brand promise Better Always, Tata Motors delivers future-ready solutions that enhance customer experience and drive sustainable growth. The company operates in India and South Korea, with a global presence across Africa, the Middle East, Latin America, Southeast Asia, and SAARC countries.

According to the Composite Scheme of Arrangement approved by the Hon'ble National Company Law Tribunal, Mumbai Bench amongst Tata Motors Limited, TML Commercial Vehicles Limited (the Company), and Tata Motors Passenger Vehicles Limited, the Company's name was changed to Tata Motors Limited from TML Commercial Vehicles Limited (effective October 29, 2025), and its equity shares are listed on the BSE Ltd and the National Stock Exchange of India Limited.

The 10 lakh production milestone at the Lucknow plant marks a significant achievement for Tata Motors, showcasing its long-standing commitment to innovation, sustainability, and inclusive growth. With a strong focus on green mobility, advanced manufacturing, and skill development, the facility stands as a benchmark for future-ready industrial ecosystems in India. As the commercial vehicle industry evolves towards cleaner technologies, Tata Motors is well-positioned to lead this transformation while continuing to contribute to economic growth and community development.

FADA Reports Commercial Vehicle Sales Growth Of 15.12% YoY With Retail Sales Of 1,02,536 Units In March 2026



Retail commercial vehicle (CV) sales figures for March 2026 have recently been released by the Federation of Automobile Dealers Associations (FADA). This monthly FADA sales report includes sales information for LCVs, MCVs, HCVs, and other commercial vehicles. The retail strength index based on urban and rural RTOs, the fuel-wise market share of commercial vehicles, and the retail market share of various commercial vehicle manufacturers are all disclosed. Go on reading.

Indian Commercial Vehicle Retail Sales In March 2026

Retail sales of heavy commercial vehicles (HCVs) increased 18.55% year over year between March 2025 and March 2026, from 29,333 units to 34,775 units. The HCV category saw a 1% MoM decrease in retail sales. Sales

of light commercial vehicles grew by 3.18% MoM and 11.99% YoY from 53,021 units in March 2025 to 59,379 units in March 2026.

From 6,634 units sold in March 2025 to 8,326 units sold in March of this year, medium commercial vehicle retail sales rose by 25.50% YoY and 2.93% MoM. In March 2026, Indian retail sales of commercial vehicles rose from 89,067 units to 1,02,536 units, a 15.12% YoY increase. Compared to retail sales of 1,00,820 units in February of this year, the CV segment had a 1.70% MoM rise.

Fuel-Wise CV Retail Market Share In March 2026

As of March 2026, diesel fuel made up 83.01% of India's retail fuel market share for commercial vehicles, a little decrease from 83.18% in March 2025. From 11.23% in March 2025 to 11.20% in March of this year, the

proportion of CNG/LPG fuel in commercial vehicles slightly dropped.

CV Fuel Wise Share in March 2026

With a 3.35% market share for commercial vehicles in March 2026, petrol or ethanol comes in third on the list. In the third month of 2026, the percentage of eco-friendly EV powertrains increased from 2.40% in the same month of the previous year to 1.08%. In March 2026, 0.03% of commercial vehicles were hybrid.

CV Retail Strength Index Based On RTOs For March 2026

The all-India commercial vehicle retail strength indicator, which is based on both urban and rural RTOs, showed a 12.40% YoY growth in urban regions and a 18.07% YoY increase in rural areas in March of this year. According to the MoM comparison, the rural component

increased by 0.66% MoM while the urban component increased by 2.73%. In the last month, there was a slight difference between the retail sales of commercial vehicles in urban areas (50.8%) and rural areas (49.2%).

Key Takeaways By C.S. Vigneshwar, President, FADA

Commenting on March 2026 retail performance, C.S. Vigneshwar, President, FADA, said, "Commercial Vehicles closed at 1,02,536 units (+15.12% YoY). While the momentum was steady, it was the MCV sub-segment that stood out with 25.50% growth, supported by infrastructure-linked goods movement and school bus demand. LCVs grew 11.99% and HCVs 18.55%, indicating that the growth was participatory across subsegments. Notably, CV EV share improved to 2.40% in March – more than double the year-ago level – signalling early but visible adoption in the load segment," reported TrucksDekho.com.

FADA's Near-Term Outlook For April 2026

The near-term demand environment is still generally positive as of April this year, although following a successful year-end, it moves into a phase of measured transition. According to the FADA study, 50.56% of dealers

anticipate growth in April, while 40.15% anticipate flat performance. This figure represents the natural recalibration that follows a record-breaking March rather than pessimism.

However, the West Asia scenario casts a shadow over the larger operational environment. According to the FADA

However, the West Asia scenario casts a shadow over the larger operational environment. According to the FADA survey, 17.1% of dealers reported major delays of three or more weeks, and 53.2% of dealers reported some sort of supply or dispatch disruption related to the continuing violence

survey, 17.1% of dealers reported major delays of three or more weeks, and 53.2% of dealers reported some sort of supply or dispatch disruption related to the continuing violence. Although the commercial vehicle segment has been most affected, PV


and 2W dealers have also reported selected variant-level delays.

FADA's Next 3-Month Outlook Till June 2026

The retail outlook for the April-June 2026 period is still cautiously optimistic. According to FADA, 49.81% of dealers anticipate growth, 40.52% predict level performance, and 9.67% anticipate de-growth. This distribution suggests that dealers are aware of impending challenges even while the underlying structural demand is unchanged. Dealer concerns are dominated by three variables when it comes to risk. A general downturn in the economy and a drop in consumer sentiment are the most often mentioned risks (40.5%).

This macro concern reflects the cascading impacts of geopolitical uncertainty on consumer confidence. Due to the impact of the West Asia conflict on global logistics, component supplies, and manufacturing schedules, OEM supply disruption and model unavailability rank as the second most mentioned risk (30.5%). Rising fuel prices reducing demand is the third concern (14.9%), which has an impact on operating economics and buying urgency both directly and indirectly, especially in the CV and 2W categories.

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Brand-Wise Commercial Vehicle Market Share In March 2026

In its March 2026 monthly retail sales report, the Federation of Automobile Dealers Associations (FADA) identified the leading commercial vehicle (CV) manufacturers and their market share. From retail sales of 89,067 units in March 2025 to 1,02,536 units in March 2026, the Indian commercial vehicle category had a 15.12% YoY increase in the domestic market, reported TrucksDekho.com.

Tata Motors Dominates The CV Market In March 2026

Compared to 30,732 units sold in March 2025, Tata Motors Commercial Vehicles sold 36,380 units in March 2026, a 18.37% YoY increase. In the Indian commercial vehicle sector, the company could be able to secure its dominant market share last month. Its market share increased slightly from 34.50% in March of last year to 35.48% in March of this year, supporting its continued dominance of the Indian market.

Mahindra Continues To Be In Second Spot In Best-Selling List

Mahindra & Mahindra sold 26,898 units of commercial vehicles in March 2026, up 11.29% year over year from the 24,168 units sold in the same month the previous year. The brand is still the second-biggest participant in India's retail commercial vehicle industry, despite a minor decline in market share from 27.13% in March 2025 to 26.23% in March 2026.

Ashok Leyland Gains Retail Sales Growth In March 2026

According to the FADA's March 2026 list of the top-selling commercial vehicle brands, Ashok Leyland is the third-largest manufacturer of commercial vehicles in India, holding an 18.90% market share in the retail sector. The company's retail sales



According to the FADA's March 2026 list of the top-selling commercial vehicle brands, Ashok Leyland is the third-largest manufacturer of commercial vehicles in India, holding an 18.90% market share in the retail sector

grew by 16.65% year over year between March 2025 and March 2026, from 16,616 units to 19,384 units.

VECV & Maruti Suzuki CV Retail Sales In March 2026

VE Commercial Vehicles sold 8,417 units in March of this year, up 22.39% year over year from 6,877 units in March of last year. By March 2026, its market share had risen slightly from 7.72% in March last year to 8.21%. Maruti Suzuki sold 4,561 commercial vehicles in the last month of this year with a market share of 4.45%, up

15.49% year over year from 3,949 units in March of CY2025.

Force Motors & BharatBenz CV Retail Sales In March 2026

BharatBenz Commercial Vehicles sold 2,130 units at retail in the third month of CY26, rising 13.78% year over year. The market share of the company was 2.08%. Force Motors has a 2.09% market share after selling 2,142 units in March of this year, a YoY drop of 28.28% over the 2,987 units sold in the same month in 2025.

In the retail commercial vehicle market, SML Isuzu sold 1,368 units in March 2026 compared to 1,220 units in March 2025, showing a YoY increase of 12.13%. The company's market share decreased slightly from 1.37% in March 2025 to 1.33% in March 2026.

The number of commercial vehicles sold by the other Indian CV manufacturers, not mentioned above, increased from 646 units in March 2025 to 1,256 units in March 2026. The retail sales of all commercial vehicle categories, including LCV, MCV, and HCV, increased on a YoY basis in March 2026. In the last month, sales of LCV, MCV, and HCV grew by 11.99% YoY, 25.50% YoY, and 18.55% YoY, respectively.

Why This Heavy-Duty Truck Is Ideal In 2026?

The Tata Signa 3523.T continues to be a cornerstone of the Indian logistics sector, ensuring the promise of “Now profits will be even higher”. Designed as a high-performance 8x2 configuration vehicle, it balances high-strength with sophisticated electronic equipment to handle the country's most demanding long-haul applications. As per a TrucksDekho.com, here are the top five aspects that make the Signa 3523.T a top-notch choice for fleet operators/businesses in 2026:

1. High-Torque Cummins Engine Performance

At the heart of this truck is the Tata Cummins ISBe 5.6-litre diesel engine, fully compliant with modern OBD-II standards. This engine is specifically tuned to provide high pulling power at low engine speeds, which is essential for fuel-efficient cruising under full loads.

Power Output: Generates 169 kW or 227 hp at 2,300 rpm.

Exceptional Torque: Delivers a massive 925 Nm of torque at a wide flat band of 1000-1600 rpm, reducing the need for frequent gear changes.

Reliable Drivetrain: Features a 395 mm single plate dry friction clutch paired with a Tata G950 6-speed gearbox for smooth power delivery.

2. Advanced Fuel Efficiency Tools

Tata Motors has integrated several smart features into the 3523.T to ensure that every drop of diesel is saved, ensuring efficiency, making it one of the most cost-effective trucks in the 35,000 kg GVW category.

Gear Shift Advisor: Real-time engagement helps guide the driver to shift at the mathematically ideal moment for fuel conservation.

Auto FE Switch: Automatically optimises engine performance based on the load and terrain.

Cruise Control: Maintains steady speeds on highways, which not only improves fuel economy but also reduces driver fatigue.

3. Built For Ruggedness And Durability

The Signa 3523.T is engineered for a long service life with a chassis and suspension setup designed to withstand heavy load conditions and bad road conditions.

Heavy-Duty Axles: Equipped with an extra heavy-duty forged I-beam front axle and reinforced rear axles (RA110HD/RA909).

Advanced Suspension: Uses parabolic leaf springs at the front and a bell crank with semi-elliptical leaf springs at the rear for a balance of load capacity and ride quality.

High Ground Clearance: A high 248 mm ground clearance ensures the vehicle can navigate off-road construction sites or uneven rural roads without damage.

4. Advanced FleetEdge Telematics

The Signa 3523.T comes standard with the FleetEdge telematics system, a comprehensive digital system that puts fleet owners in total control of their vehicles

Real-time Tracking: Monitor vehicle location, fuel levels, and driver behaviour through a centralised dashboard.

Proactive Maintenance: Receive alerts for upcoming services or potential engine issues before they lead to expensive breakdowns.

Business Insights: Detailed reports help operators identify inefficiencies in their routes and improve overall fleet utilisation.

Tata Signa 3523.T Applications Suitable For This 35-Tonne GVW HCV

5. Versatility Across Applications

Whether you are transporting perishable goods or bulk industrial materials, the 3523.T offers the flexibility required for a diverse range of business models.

Multiple Body Lengths: Available in 24ft, 28ft, and 32ft deck length options to suit different cargo volumes.

Wide Application Range: Ideal for FMCG, tankers, cement bags, reefers, and parcel logistics.

Comfortable Signa Cab: The Signa cabin features comfortable seats and a tilt and telescopic steering system, ensuring an ergonomic workspace for drivers during multi-day journeys.

Why You Need It In 2026?

The Tata Signa 3523.T remains a definitive choice for heavy-duty logistics in 2026 because it balances high-capacity hauling with the digital intelligence required for modern fleet management. With its 35,000 kg GVW and a 925 Nm torque-heavy Cummins engine, it is built to move massive loads like cement, tankers, and machinery across India's diverse terrains with uncompromising reliability. Hence, choosing it in 2026 is deemed ideal.

Key Highlights Of India's Best High-Performance EV Truck

The Montra Eviator is introduced as a revolutionary product designed from the ground up to redefine the standards of modern EV logistics. Moving beyond traditional vehicle conversions, the Eviator combines a futuristic, strong design with cutting-edge electric architecture to maximise business efficiency and drive high profit outcomes. As per a TrucksDEkho.com report, here are the top 5 highlights of the Montra Eviator to help you get one and enhance your business as well:

1. High-Performance Powertrain Aggregate

The Eviator leads its class by offering a specialised electric powertrain that ensures powerful acceleration and smooth operation across diverse terrains.

Highest Power And Torque: It is perfect for every road, delivering a peak power of 80 kW and an impressive 300 Nm of peak torque.

Better Gradeability: Take on steep slopes with ease thanks to a 25% restart and 35% running gradeability.

High Speed: Reach a top speed of 80 kmph, enabling faster trips and more delivery opportunities.

2. Effective Battery And Range Output

Equipped with a large 43.2 kWh battery pack, the Eviator is optimised for long trips and heavy-duty tasks.

Certified Range: Cover more operations with a certified range of 245 km.

Advanced LFP Tech: Utilises Lithium Ferro Phosphate (LFP) technology for long-lasting performance and efficiency.

Thermal Management: An integrated AC compressor maintains optimal



battery temperature to enhance durability.

3. Maximum Productivity And Load Capacity

The Eviator is engineered for modern requirements, featuring a solid build designed for superior load-carrying capacity and torque delivery.

High Payload: Offers a maximum payload capacity of 1,707 kg (on the E-350L And E-350X variants).

Heavy-Duty Chassis: Built on an innovative ladder chassis with a C-section for rugged durability.

4. Smart Connected Technology

Montra leverages advanced data analytics and wirelessly delivered updates to keep your business ahead with maximum profitability:

OTA Upgrades: A first-in-segment feature providing Over-The-Air automatic software updates.

Real-Time Monitoring: Features Cluster Twin Technology; it provides proactive diagnostics and predictive maintenance alerts.

Safety: The vehicle is ADAS-enabled (optional) and features a wide-view windshield and LED headlights with DRL for maximum visibility.

5. Rapid Charging and

Comprehensive Support

The Eviator ecosystem is designed to minimise downtime with flexible charging solutions and extensive warranty coverage.

DC Fast Charging Option: Charge from 20% to 100% in just 1 hour and 17 minutes using a 30 kW DC charger.

AC Charging Options: Supports 3.3 kW and 7.4 kW AC charging for flexible overnight or warehouse replenishment.

Warranty: Comes with a standard 5-year/1.75 lakh km warranty, extendable up to 7 years/2.5 lakh km.

Who Should Buy This Vehicle?

The Montra Eviator is the perfect choice for fleet operators and logistics companies that require a high-payload, high-speed electric truck capable of handling long-distance urban and semi-urban routes with minimal maintenance. In a year where sustainability and smart logistics are at the forefront, this truck provides the industry-leading 245 km certified range and a massive 1.7-ton payload capacity necessary to dominate business commerce. So, choosing the Eviator is definitely ideal for enhancing your business operations and profits.

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मुख्य लाभ



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



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What All Needs to be Known About This New Dual-Fuel Tech-Enabled Truck?

Ashok Leyland has expanded its highly trusted Light Commercial Vehicle (LCV) lineup with the introduction of the DOST+ XL Twin Fuel. This innovative vehicle is designed to provide small business owners with a reliable, powerful, and cost-effective transportation solution. By integrating dual-fuel technology, Ashok Leyland ensures that your business stays on the move without the interruptions typical of single-fuel vehicles. As per a TrucksDekho.com, here are the top 5 highlights of the new DOST+ XL Twin Fuel:

1. Industry-Leading Range

The standout feature of the DOST+ XL Twin Fuel is its massive 500 km driving range. This is made possible by a high-capacity fuel system featuring a 148-litre CNG setup (split into 60+60+28 liter tanks) and a 5-litre petrol tank for emergency backup. This dual-fuel configuration effectively eliminates range anxiety, allowing for longer routes and more deliveries per day.

2. Segment-Defining Payload and Space

Built to carry more in every trip, the DOST+ XL boasts a rated payload capacity of 1410 kg. Complementing this strength is a generous loading platform; the vehicle features a 9.2 ft (2805 mm) load body length, providing the necessary volume to transport bulky goods efficiently for diverse business needs.

3. Advanced Turbocharged Performance

Under the hood is a 1.5L, 3-cylinder turbocharged CNG engine (BS VI compliant) that delivers punchy performance.

CNG Mode: Produces 58 hp and a 160 Nm peak torque at around 1600-2400 rpm.

Petrol Mode: Delivers 45 hp and 120 Nm of torque. The inclusion of a turbocharger ensures the vehicle maintains high power even when fully

***Petrol Mode:
Delivers 45 hp and
120 Nm of torque.
The inclusion
of a turbocharger
ensures the vehicle
maintains high power
even when fully
loaded, making it a
reliable partner for
demanding
commercial tasks***

loaded, making it a reliable partner for demanding commercial tasks.

4. Superior Handling and Comfort

Despite its heavy-duty capabilities, the DOST+ XL Twin Fuel is designed for driver ease. It features power steering as standard and a lower turning circle radius of 5900 mm, making it highly manoeuvrable in tight urban streets. The ride quality is further enhanced by durable parabolic leaf spring suspensions with double-

acting shock absorbers at both the front and rear, ensuring a smooth journey even on uneven terrain.

5. Unmatched Warranty and Support

Ashok Leyland reinforces its "Bharosa" (Trust) with a first-in-industry 5-year or 2 Lakh km warranty. This extensive coverage, combined with the vehicle's "Kamaayi Non-Stop" uptime guarantee, ensures that small business owners can focus on growth with complete peace of mind regarding maintenance and long-term reliability.

Why Is It An Ideal Solution?

The Ashok Leyland DOST+ XL Twin Fuel stands out as an ideal solution for both last-mile and long-lead applications due to its unique blend of high-capacity performance and operational flexibility. For city logistics, its power steering and 5.9-meter turning circle radius allow for easy navigation through tight streets, while the 1410 kg payload ensures maximum efficiency for every urban delivery.

For longer hauls, the vehicle's 500 km range and dual-fuel technology provide the necessary endurance to travel between cities without the constant need to stop for CNG. By combining a large loading platform of 9.2 feet with a heavy-duty parabolic suspension system, this truck offers the durability and space required for diverse cargo types. Ultimately, with a starting price that supports small business growth and a robust 5-year/2 lakh km warranty, it is a versatile asset designed to keep your business moving non-stop across any distance.



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TrucksUp Signs MoU With NHAI To Improve Safety, Efficiency, And Overall User Experience Of Truck Fleet Operators

The National Highways Authority of India (NHAI), through the Indian Highways Management Company Limited (IHMCL), and TrucksUp, an AI-enabled logistics aggregator platform, have signed a Memorandum of Understanding (MoU) to enhance the safety, efficiency, and overall user experience of commercial vehicle drivers, truck fleet operators, and groups on all National Highways in India. Read on.

To create interoperable, technologically advanced solutions that improve the convenience of travel on national highways and promote participatory governance within the transportation ecosystem, this partnership unites various commercial vehicle aggregation platforms. TrucksUp will incorporate the 'Rajmargyatra App' into its platform as part of this collaboration. When driving on the road, the app will provide users with action-oriented trip updates and real-time safety notifications regarding things like construction zones, accident-prone locations, diversions, bad weather, and other hazards.

The platform would enable drivers to report issues like potholes, damaged crash barriers, and other dangerous roadside locations using a geo-tagged input technique (for example, utilising



GPS coordinates). A centralised reporting system will then give solutions. The "Call 1033" feature will also be added by TrucksUp, giving drivers quick access to the National Highway Helpline for help and emergency response.

Speaking on the collaboration, Sarthak, spokesperson at TrucksUp, said, "This partnership with NHAI marks a significant step towards building a safer and more efficient highway ecosystem. By integrating real-time data, driver feedback, and emergency response systems, we are empowering drivers with the right information at the right time, ultimately enhancing road safety and operational efficiency," reported TrucksDekho.com.

He further added, "At TrucksUp, our focus has always been on leveraging technology to solve real-world

challenges in logistics. Through this initiative, we aim to strengthen driver engagement, promote responsible driving practices, and contribute to a more transparent and responsive highway infrastructure."

Through raising awareness of safe driving through the Vishisht Saarthi program, which honours drivers who drive safely, the partnership aims to improve the promotion of safe and responsible driving. To raise the level of service provided by toll operations in India, the TrucksUp platform will offer structured feedback on issues about FASTag, wayside facilities, and toll operations. By signing this Memorandum of Understanding, TrucksUp demonstrates its dedication to fostering innovation and creating a more secure and intelligent logistics environment in India.

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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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Euler Motors Secures Series E Funding Of Rs 437.5 Crore To Expand Manufacturing Capacity

Euler Motors, one of the leading electric commercial vehicle manufacturers in India, announced its Series E funding of Rs 437.5 crore (USD \$47 million), headed by Lightrock and participation from Hero MotoCorp and Blume Ventures. Additionally, BlackSoil, Trifecta, InnoVen, and Alteria Capital contributed Rs 250 crores in debt funding to the round. Here are the complete details.

The latest funding round reflects a significant turning point in Euler Motors' development and shows that investors are still confident in the company's direction, capacity for execution, and standing in the Indian market for electric commercial vehicles. Hero MotoCorp and Blume Ventures have renewed their support by participating in the round, while Lightrock is a new investor.

With an emphasis on growing the product range and manufacturing capacity, growing its network throughout India, and fortifying the basis for ongoing market share gain in the commercial EV category, the proceeds of the financing will assist Euler Motors' next stage of expansion. This entails sustained investment in the operational skills and fundamental business operations required to scale across target markets in a methodical manner.

Commenting on the investment, Ademidun (Demi) Edosomwan, Partner and Head of Energy Access at Lightrock, said, "We are proud to

partner with Euler Motors and accelerate their mission to transform commercial mobility in India. Euler Motors has built a differentiated platform in electric commercial vehicles with products purpose-built for Indian operating conditions and the demands of last-mile logistics. The company is delivering practical, scalable solutions that can drive the wider transition to clean mobility."

Speaking on the investment, Harshvardhan Chitale, CEO, Hero MotoCorp, said, "We are excited to support Euler Motors in its latest fundraise, as the company continues to demonstrate strong momentum in building ecological and scalable solutions. Their commitment to innovation, operational excellence and long-term value creation aligns closely with our vision of being sustainable and customer-centric."

Highlighting the recent development, Saurav Kumar, Founder and CEO, Euler Motors, said, "This round comes at an important stage in Euler Motors' journey. We are moving from early scale-up to the next phase of growth, where the focus is on building with greater depth and consistency across products, markets and operations. We see a significant opportunity in commercial EV segments where uptime, reliability and operating economics matter most, and we will continue to invest behind that opportunity with discipline," reported TrucksDekho.com.

He further added, "The combination of fresh equity and debt capital

strengthens our ability to expand capacity, deepen our network and build the operating foundation required for long-term growth. We are pleased to welcome Lightrock as a new investor and grateful for the continued support of Hero MotoCorp, Blume Ventures, BlackSoil, InnoVen, Trifecta and Alteria Capital."

Despite being a somewhat late arrival in the four-wheel category, Euler Motors has already developed a solid reputation in the three-wheel commercial EV industry and is currently the second-largest competitor in India by market share. Additionally, the company has grown to 100 touchpoints nationwide and earned a 22% market share in four-wheel cargo, demonstrating its increasing importance in the commercial electric mobility sector. So far, Euler Motors has raised over Rs 1,900 crore (USD \$229 million).

Euler Motors, which was established in 2018, designs and produces specially made electric commercial vehicles to solve India's last-mile logistical problem. The company continues to serve fleet, e-commerce, and hyperlocal delivery clients while focusing on markets where electrification economics are strongest, with an increasing emphasis on higher-payload cargo vehicles. By providing high uptime, appealing operator economics, and service readiness—all supported by rigorous execution—Euler has developed a distinctive market position.

EKA Mobility Achieves An Exceptional 5X YoY Volume Growth By Selling 1,143 Units In FY 2025-26

EKA Mobility, one of the leading electric commercial vehicle manufacturers in India, has revealed a remarkable 5x year-over-year volume increase in the financial year 2025-2026. The company manufactured 1,344 electric commercial vehicles and sold 1,143 units of them. The company's most extensive range of electric vehicles across all sectors precedes this milestone. Here are the full performance details for the recently gone financial year.

In addition to its current bus and SCV portfolio, EKA Mobility joined the M&HCV truck market this year. As per the company, its entry into heavy-duty electric trucks has significantly contributed to growth in FY26. This way, it helped to expand EKA's footprint in long-haul and logistics electrification. The brand has obtained PLI certification on several platforms and is a Champion OEM under the Automotive Production Linked Incentive (PLI) Scheme.

With the rapid adoption in last-mile and intra-city mobility segments across the country, EKA Mobility witnesses the strong market acceptance of its newly launched 3S & 6S passenger vehicles, as well as EKA 3-wheeler cargo platforms. The company achieved landmark wins under national programs, including PM e-Bus Sewa and PME-DRIVE in FY26.

It deployed vehicles across more than 15 states, including Maharashtra, Gujarat, Uttar Pradesh, Karnataka, and Delhi. In collaboration with KPIT Technologies and BPCL, the brand developed a 9-metre Hydrogen Fuel Cell Bus deployed at Cochin



International Airport. It plans to deploy 15 more hydrogen fuel cell buses in the coming months. Within the following 2 years, more than 6,000 confirmed e-buses will be delivered, according to the order book.

In the press release, EKA Mobility mentioned its scaled manufacturing capabilities through its 2 fully operational facilities in Pune. The company revealed that its Pithampur manufacturing plant in Madhya Pradesh would be operational shortly. At present, the brand's total planned annual capacity is 10,000 buses, 6,000 trucks and 24,000 SCVs.

EKA Mobility places one of the country's largest commercial EV R&D teams. Coming to the retail network, the company has expanded its dealership network across the country, covering Tier 1, Tier 2, and Tier 3 cities nationwide. And, the brand plans to open 120 more dealership outlets in the ongoing financial year 2027.

The company has commenced electric bus deployments in Africa. And, it has signed a strategic agreement with

Kerchanshe Group for CKD assembly and distribution across Africa. Similarly, the brand has signed an agreement with NBF Capital to manufacture electric buses in Australia.

Dr. Sudhir Mehta, Founder and Chairman, EKA Mobility, said, "FY 2025-26 is a defining year for EKA Mobility. We are not only scaling volumes but also expanding our manufacturing footprint by adding a new plant recently and increasing our planned annual capacity to 10,000 buses, 6,000 trucks and 24,000 SCVs. With the widest range of fully homologated, born-electric platforms – from last-mile to long-haul – we are uniquely positioned as a full-stack EV company," reported TrucksDekho.com.

He added, "Our growth across electric buses, small commercial vehicles, and now trucks validates both market demand and our execution capability. India's transition to clean commercial mobility is accelerating, and EKA is at the forefront – driving this shift at scale, with technology, innovation, and global ambition."

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"Challenges contain the seeds of our glory."- Aniekee Tochukwu Ezekiel

Swaniti Initiative And Purpose Organises A Dialogue For Gender-Inclusive Freight Electrification

In order to develop methods for gender-inclusive freight electrification, Swaniti Initiative and Purpose arranged a discourse with four women parliamentarians, women truck drivers, and women fleet operators. This dialogue focused on how women may become leaders to influence the shift to cleaner freight and highlighted the real-life experiences of women in freight. Check out for more details.

As economic activity increases, the truck market in India is expected to rise quickly. This presents a chance to change the job landscape and switch to zero-emission trucks (ZETs). According to a study, ZETs will make up more than 21% of the 30 million jobs that the trucking industry is expected to generate by 2050.

As women find employment along the value chain, this change may be crucial to reducing gender disparities. The participants were felicitated by Hon'ble MP Mahima Kumari Mewar and the current MPs, who promised to do everything in their power to create a safe and supportive environment for women in the developing EV ecosystem.

Signifying how the transition to electric trucks is a welcome change, Ms. Ummatunbibi Jahangir Shaikh, a pilot operating an electric bus, stated, "Driving an electric vehicle improved my earnings, but more importantly, I feel respected. The majority of people I interact with receive me well, and I am able to share my experiences with other women who wish to participate in this space."

Highlighting this opportunity brought

on by India's transition to cleaner freight, Saudamini Zutshi, Manager, Partnerships and Business Development, Purpose stated, "Women's participation in India's EV workforce has reached 11-15% this is an early signal that change has begun." Underscoring the significance of this transition and the policy support required to create a gender inclusive workforce, Uma Bhattacharya, Trustee, Swaniti initiative, noted, "Deliberate policy choices, shaped by the perspectives of those participating in the new green economy, are critical for a gender-balanced transition." The recent developments for the EV ecosystem signal a change in the right direction; however, certain challenges to women's participation in the workforce still persist.

Speaking on how she overcame the challenges to women's participation in the workforce, Reema Jogani, CEO and founder, Reema Logistics, shared her experience working with vehicle sarthis. She said, "There is a need for improved infrastructure with CCTV and parking facilities. Women drivers prefer to operate on local routes, as this allows them to better manage their care responsibilities," reported TrucksDekho.com.

Shifting focus to the role women can perform to drive dual goals of gender inclusion and sustainability, Dr. Fauzia Khan, Hon'ble MP, stated, "Electric vehicles present us with a rare opportunity to reimagine the way we do things. Seizing it demands collaboration across society, government, and industry to ensure that decision-making and the design of

supporting infrastructure are intentionally shaped through a gender lens."

Sharing her vision for gender empowerment in the freight sector, Dr. Sangeeta Balwant, Hon'ble MP, echoed the call to action and said, "Driving a truck is no small feat; it may be even more challenging than flying a plane. Yet the women gathered here are proving that not only can they rise to that challenge, but they are also driving transformational change. We are ready to do things differently, and we stand committed to turning that determination into something truly impactful."

Advocate Priya Saroj, Hon'ble MP, added, "While the right policies exist, at the ground level, challenges continue to still persist. A successful transition requires a change in people's mindsets and extensive support from families. Increasing visibility of women in these spaces is also key to creating trust and transforming these sectors into spaces that are fit for women."

The conversation effectively sparked discussions in which participants clarified how women are already spearheading change, managing fleets, and influencing legislation. Therefore, even though there is not a single route for India's shift to clean transport, all of them start with the same question: how can we ensure women's meaningful participation? People are just as important to India's shift to clean goods as technology. The current challenge is to create a freight future that includes them from the outset.

Maharashtra Scraps Penalties On Heavy Commercial Vehicles For Not Carrying Cleaners, Offering Relief To Transporters

The long-standing problem of heavy-duty trucks being penalised for not having cleaners on board has been resolved by the Maharashtra government, providing significant relief to the transportation community throughout the state. A practice that had long raised concerns among truck drivers and commercial vehicle operators has been discontinued, according to an official notification released on 10th April 2026. Read on.

According to the notification signed by Chetan Nikam, Deputy Secretary, Home Department, Maharashtra Government, an attendant is not required in heavy goods vehicles, except for articulated semi-trailers and hydraulic trailers used to transport over-dimensional consignments, provided that these commercial vehicles are equipped with the required system.

Despite the operational realities of long-haul transport, transporters have

Despite the operational realities of long-haul transport, transporters have been subject to daily fines of Rs 1,500 and repeated challans for the lack of cleaners in HMVs, according to Bal Malkit Singh of the All India Motor Transport Congress

been subject to daily fines of Rs 1,500 and repeated challans for the lack of

cleaners in HMVs, according to Bal Malkit Singh of the All India Motor Transport Congress. Drivers, fleet owners, and logistics operators were unfairly burdened by the penalties, resulting in significant financial losses and frequent harassment.

The breakthrough resulted from several meetings with senior government officials, formal representations, and persistent follow-ups. Devendra Fadnavis, Chief Minister of Maharashtra, was consulted about the matter. Due to legal interpretations and movement between several agencies, including law, the judiciary, and the home, the subject remained unresolved.

Now that the notification is in effect, it is anticipated that the industry will save millions of rupees a year and that thousands of people who depend on the road transport business will no longer experience needless mental stress.

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*If you follows the eternal law,
you can understand how to love.*

Brahma Kumaris

Scania Commercial Vehicles Inaugurates Its New Corporate Office In Bengaluru To Strengthen Its Footprint In India

Scania Commercial Vehicles India opened its new corporate office in Bengaluru in front of His Excellency Jan Thesleff, the Swedish Ambassador to India. It was a major step in expanding the company's presence in the country. Scania reaffirmed its long-term dedication to India by confirming that its Regional Product Centre (RPC) in Narasapura is still fully functional with end-to-end capabilities, providing customers with customised solutions across important markets. Read more.

The company also announced the launch of a white-label financing program in collaboration with Axis Bank, building on the tremendous enthusiasm that followed the recent debut of Scania Super in India. The goal of this program is to give consumers in India easily accessible and affordable financing options for buying Scania trucks. All of these changes demonstrate Scania's ongoing commitment to growing its footprint, fortifying its ecosystem, and creating a more locally focused and adaptable company to satisfy changing consumer demands.

Munish Sharda, Executive Director, Axis Bank, said, "As the commercial vehicle market evolves towards higher efficiency and sustainability, financing plays a critical role in enabling operators to invest with confidence. Through Scania Financing, powered by Axis Bank, we are combining strong product capability with structured financing expertise to support long-term fleet growth. This partnership reinforces our focus on building solutions-led ecosystems that create durable value for customers."

Scania is bolstering its market footprint and the customer support ecosystem as the commercial vehicle industry increasingly prioritises uptime, efficiency, and business resilience. Stronger cooperation, quicker decision-making, and closer interaction with customers, dealer partners, financial institutions, and other stakeholders are

all made possible by the new Bengaluru office. Additionally, it acts as a focal point for drawing in and developing a robust talent pool of competent individuals who will propel innovation, operational excellence, and long-term expansion for Scania in India.

Jan Thesleff, Ambassador of Sweden to India, said, "It is a pleasure to witness this important milestone for Scania in India. The inauguration of the new Bengaluru office reflects not only Scania's continued commitment to the market but also a strong vote of confidence in India's growth and long-term potential. Sweden and India share a deep and expanding partnership, built on collaboration across trade, innovation, and sustainability."

He added, "This occasion is a strong example of how our countries are working together to drive meaningful progress. Scania's focus on future-ready mobility solutions and sustainable development aligns closely with our shared ambition to enable innovation-led industrial growth. I am confident that initiatives like this will further strengthen collaboration between our businesses, institutions, and people, deepening ties between Sweden and India in the years ahead."

Silvio Munhoz, Managing Director, Scania Commercial Vehicles India, said, "India is a strategically important market for Scania, and our focus is on building a business that is closer to customers, faster in response, and stronger in execution. The new Bengaluru office not only enhances our ability to collaborate more closely with customers and partners but also strengthens our access to a highly skilled talent pool, enabling us to build a future-ready organisation," reported TrucksDekho.com.

He added, "We are honoured to have His Excellency, the Ambassador of Sweden to India, inaugurate this important milestone. At the same time, our Regional Product Centre in Narasapura remains fully operational with end-to-

end capabilities, continuing to support customers with tailored solutions. Through our partnership with Axis Bank, we will be able to offer structured financing solutions that make it easier for customers to invest in high-performance Scania trucks and expand their operations."

Martin Stahlberg, Senior Vice President Asia and Oceania, Scania CV AB, said, "From a global perspective, India represents a key market for Scania's long-term growth and capability development. The inauguration of our Bengaluru office reflects our commitment to strengthening our local presence while enhancing how we support customers and partners in the region. We are honoured by the presence of His Excellency, the Ambassador of Sweden to India, which highlights the strong and evolving partnership between Sweden and India. This milestone reinforces our focus on building sustainable capabilities and delivering long-term value in markets that are central to Scania's global growth journey."

The new corporate office, which is situated in the centre of Bengaluru, demonstrates Scania's goal to operate closer to the market while reaffirming its enduring dedication to India. It will act as a focal point for important tasks, facilitating better team collaboration and allowing for more responsiveness and agility in a market that remains essential to Scania's regional goals.

Senior Scania executives, important customers, dealer partners, senior Business Sweden members, and financial partners attended the opening of the new office. The office's collaborative layouts, utilitarian design, and sustainability-focused features – such as energy-efficient lighting, climate control systems, and the use of recyclable and sustainable materials where practical – are all in keeping with the Scania Way and Swedish open work culture.

Daimler India Commercial Vehicles Opens New Workshop in Silchar Assam To Maximise Customer Business Uptime

Daimler India Commercial Vehicles (DICV) has strengthened its presence in the Northeast with the inauguration of a new BharatBenz service centre in Silchar, Assam. Operated in partnership with PPS Trucking, this facility is strategically positioned to support fleet operators in the river and limestone quarry belts, ensuring better access to genuine spare parts and expert maintenance.

The new 30,000 sq. ft. workshop is situated on the Silchar Bypass at Ram Nagar, near the ISBT (NH 37). Designed to handle the high-potential logistics corridor connecting Assam to Mizoram and Manipur, the facility features:

Capacity: Eight fully equipped service bays capable of handling 3,000 vehicles annually.

Technology: Advanced diagnostic systems and modern tools for precision maintenance.

Support: 24/7 roadside assistance through a dedicated fleet of mobile service vans.

Expertise: A team of 32 certified technicians dedicated to minimising turnaround times.

The Silchar workshop arrives at a time of significant infrastructure development in the Barak Valley. Driven by road projects under the Asom Mala 3.0 program and industrial demand from limestone deposits in the



North Cachar Hills, commercial vehicle activity in the region is at an all-time high.

"Fleet operators in the Northeast face some of the most demanding conditions in the country," said Rajiv Chaturvedi, President and CBO of DICV, reported TrucksDekho.com. "With PPS Trucking, we've built a facility that puts genuine service capability within reach, ensuring that proximity to the customer remains our top priority."

Beyond technical repairs, the facility prioritises driver well-being with dedicated rest areas and customer-centric amenities. Rajiv Sanghvi, Managing Director of PPS Trucking, emphasised that the Silchar facility strengthens their footprint at a vital junction for Tripura, Manipur, and Mizoram, ultimately driving greater

profitability for customers through improved vehicle uptime and a lower total cost of ownership.

By combining preventive maintenance programs with a robust regional spare parts inventory, BharatBenz and PPS Trucking are ensuring that the critical logistics belt of the Northeast remains moving, efficient, and reliable.

The launch of the Silchar workshop marks a significant step in BharatBenz's strategy to enhance service proximity in one of India's most challenging terrains. By combining PPS Trucking's extensive operational experience with Daimler's advanced diagnostic technology, the facility is perfectly positioned to support the burgeoning infrastructure and industrial sectors of the Barak Valley.

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"Difficulties strengthen the mind, as labor does the body."-Seneca

Dwell Time Performance (February 2026): PAN India



Pipavav	
Import	Export
84.6	90.4

Hazira	
Import	Export
35.0	103.8

Mundra	
Import	Export
23.6	104.3

Nhava Sheva (JNPA)	
Import	Export
25.2	74.1

Kandla	
Import	Export
31.4	82.6

Tuticorin	
Import	Export
25.5	72.0

Kochi	
Import	Export
43.1	69.4

New Mangalore	
Import	Export
67.0,42.3*	96.3,47.6*

Kattupalli	
Import	Export
41.9	98.1

Ennore	
Import	Export
38.7	100.5

Chennai	
Import	Export
43.4	83.0

Kolkata	
Import	Export
51.1	109.0

Visakhapatnam	
Import	Export
60.1	96.8

Haldia	
Import	Export
80.6	120.0

Gangavaram	
Import	Export
43.4	117.2

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

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

Source: NICDC Logistics Data Services Limited



इस गर्मी में सड़क पर सुरक्षित रहें।

नमस्ते ट्रक ड्राइवर भाईयों!

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

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

गर्मी से कैसे बचें:

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

नियमित रूप से पानी पिएँ

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

खाना और आहार:

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

अतिरिक्त सुझाव:

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

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

यात्रा में सुरक्षित रहें!

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

पश्चिम एशिया में चल रहे घटनाक्रमों को ध्यान में रखते हुए प्रमुख क्षेत्रों पर अद्यतन जानकारी

पश्चिम एशिया में बदलती स्थिति को देखते हुए, भारत सरकार समन्वित प्रतिक्रिया उपायों के माध्यम से प्रमुख क्षेत्रों में तैयारी और निरंतरता सुनिश्चित करने में सक्रिय रूप से लगी हुई है। निम्नलिखित अद्यतन ऊर्जा आपूर्ति, समुद्री संचालन और क्षेत्र में भारतीय नागरिकों को सहायता प्रदान करने के संबंध में उठाए जा रहे कदमों की जानकारी देता है:

ऊर्जा आपूर्ति और ईंधन की उपलब्धता

पेट्रोलियम और प्राकृतिक गैस मंत्रालय, होर्मुज जलडमरूमध्य से संबंधित मौजूदा स्थिति के मद्देनजर, देश भर में पेट्रोलियम उत्पादों और एलपीजी की निबंध उपलब्धता सुनिश्चित करने के लिए कदम उठा रहा है। मंत्रालय के अनुसार:

जन परामर्श एवं नागरिक जागरूकता

- नागरिकों को सलाह दी जाती है कि वे पेट्रोल, डीजल और एलपीजी की घबराहट में खरीदारी करने से बचें क्योंकि सरकार पेट्रोल, डीजल और एलपीजी की उपलब्धता सुनिश्चित करने के लिए हर संभव प्रयास कर रही है।
- अफवाहों से सावधान रहें और सही जानकारी के लिए आधिकारिक स्रोतों पर भरोसा करें।
- एलपीजी उपभोक्ताओं से अनुरोध है कि वे डिजिटल बुकिंग प्लेटफॉर्म का उपयोग करें और वितरकों के पास जाने से बचें।
- नागरिकों को वैकल्पिक ईंधन जैसे कि पीएनजी और इलेक्ट्रिक या इंडक्शन कुकटॉप का उपयोग करने के लिए प्रोत्साहित किया जाता है।
- वर्तमान स्थिति के दौरान सभी नागरिकों से आग्रह किया जाता है कि वे अपने दैनिक उपयोग में ऊर्जा को बचत करें।

सरकार की तैयारी और आपूर्ति प्रबंधन उपाय

- मौजूदा भू-राजनीतिक स्थिति के बावजूद, सरकार ने यह सुनिश्चित किया है कि घरेलू एलपीजी, घरेलू पीएनजी और सीएनजी (परिवहन) की 100: आपूर्ति की जा रही है।
- वाणिज्यिक एलपीजी के लिए अस्पतालों और शैक्षणिक संस्थानों को प्राथमिकता दी गई है। इसके अलावा, फार्मा, इस्पात, ऑटोमोबाइल, बीज, कृषि आदि क्षेत्रों को भी प्राथमिकता दी गई है। साथ ही, प्रवासी श्रमिकों को 5 किलोग्राम एफटीएल की आपूर्ति 2 और 3 मार्च 2026 को औसत दैनिक आपूर्ति के आधार पर दोगुनी कर दी गई है।
- सरकार ने आपूर्ति और मांग दोनों पक्षों पर कई युक्तिकरण उपाय पहले ही लागू कर दिए हैं, जिनमें रिफाइनरी उत्पादन बढ़ाना, शहरी क्षेत्रों में बुकिंग अंतराल को 21 से बढ़ाकर 25 दिन और ग्रामीण क्षेत्रों में 45 दिन तक करना और आपूर्ति के लिए क्षेत्रों को प्राथमिकता देना शामिल है।
- एलपीजी की मांग पर दबाव कम करने के लिए केरोसिन और कोयले जैसे वैकल्पिक ईंधन उपलब्ध

कराए गए हैं।

- कोयला मंत्रालय ने कोल इंडिया और सिंगारेनी कोलियरीज को छोटे और मध्यम उपभोक्ताओं को वितरण के लिए राज्यों को अतिरिक्त कोयला आवंटित करने का निर्देश दिया है।

- राज्यों को घरेलू और वाणिज्यिक उपभोक्ताओं के लिए नए पीएनजी कनेक्शन की सुविधा प्रदान करने की सलाह दी गई है।

राज्यों/केंद्र शासित प्रदेशों और संस्थागत तंत्रों के साथ समन्वित प्रयास

- आवश्यक वस्तु अधिनियम, 1955 और एलपीजी नियंत्रण आदेश, 2000 के तहत राज्य सरकारों को आपूर्ति की निगरानी करने और जमाखोरी और कालाबाजारी के खिलाफ कार्रवाई करने का अधिकार है।
- राज्यों/केंद्र शासित प्रदेशों की सरकारों को पेट्रोल, डीजल और एलपीजी सहित आवश्यक वस्तुओं की आपूर्ति की स्थिति की निगरानी और विनियमन में प्रमुख भूमिका निभानी होगी। भारत सरकार ने कई पत्रों और वीडियो कॉन्फ्रेंस के माध्यम से सभी राज्यों/केंद्र शासित प्रदेशों से यह बात दोहराई है।
- भारत सरकार ने दिनांक 27.03.2026 और 02.04.2026 के पत्रों के माध्यम से पर्याप्त ईंधन उपलब्धता के संबंध में नागरिकों को आश्वस्त करने के लिए सक्रिय जनसंचार की आवश्यकता पर बल दिया है। राज्यों/केंद्र शासित प्रदेशों के साथ नियमित समीक्षा बैठकें आयोजित की जा रही हैं। इस संदर्भ में, 02.04.2026 (पेट्रोलियम और प्राकृतिक गैस मंत्रालय के सचिव की अध्यक्षता में) और 06.04.2026 (पेट्रोलियम और प्राकृतिक गैस मंत्रालय के सचिव के साथ सूचना एवं प्रसारण एवं उपभोक्ता कार्य मंत्रालय के सचिवों की अध्यक्षता में) को बैठकें आयोजित की गईं, जिनमें निम्नलिखित बातों पर जोर दिया गया:
- प्रतिदिन प्रेस ब्रीफिंग जारी करना और नियमित रूप से सार्वजनिक सलाह जारी करना।
- सोशल मीडिया पर फर्जी खबरों/गलत सूचनाओं की सक्रिय रूप से निगरानी करना और उनका मुकाबला करना।
- जिला प्रशासन द्वारा दैनिक प्रवर्तन अभियानों को तेज करना और ओएमसी के समन्वय से छापे और निरीक्षण जारी रखना।
- अपने राज्यों/केंद्र शासित प्रदेशों के भीतर वाणिज्यिक एलपीजी आवंटन आदेश जारी करना।
- राज्यों/केंद्र शासित प्रदेशों को आवंटित अतिरिक्त एसकेओ के लिए एसकेओ आवंटन आदेश जारी करना।
- पीएनजी और वैकल्पिक ईंधनों को अपनाने और उन्हें बढ़ावा देना।
- एलपीजी की आपूर्ति को प्राथमिकता देना, विशेष रूप से घरेलू जरूरतों के लिए, और आपूर्ति स्थिरता

सुनिश्चित करने के लिए 5 किलोग्राम एफटीएल सिलेंडरों का लक्षित वितरण अपनाना।

- सभी राज्यों/केंद्र शासित प्रदेशों ने जमाखोरी और कालाबाजारी पर अंकुश लगाने के लिए नियंत्रण कक्ष और जिला निगरानी समितियां स्थापित की हैं।

- कई राज्य/केंद्र शासित प्रदेश प्रेस विज्ञप्तियां जारी कर रहे हैं/संचालित कर रहे हैं।

प्रवर्तन और निगरानी कार्रवाइयां

- एलपीजी की जमाखोरी और कालाबाजारी पर अंकुश लगाने के लिए देशभर में प्रवर्तन अभियान जारी हैं। कल देशभर में 2400 से अधिक छापे मारे गए।
- पीएसयू की तेल विपणन कंपनियों ने औचक निरीक्षण तेज कर दिए हैं और कल तक 309 एलपीजी वितरकों पर जुर्माना लगाया है और 70 एलपीजी वितरकों को निर्लंबित कर दिया है।

एलपीजी आपूर्ति

घरेलू एलपीजी आपूर्ति की स्थिति:

- मौजूदा भू-राजनीतिक स्थिति के कारण एलपीजी की आपूर्ति प्रभावित हो रही है।
- घरेलू उपयोग के लिए एलपीजी की आपूर्ति को प्राथमिकता दी गई है।
- एलपीजी वितरकों से आपूर्ति बंद होने की कोई सूचना नहीं मिली है।
- कल पूरे उद्योग में ऑनलाइन एलपीजी सिलेंडर बुकिंग में लगभग 99% की वृद्धि हुई।
- डायवर्जन रोकने के लिए डिलीवरी प्रमाणीकरण कोड (डीएसी) आधारित डिलीवरी में 94.5% से अधिक की वृद्धि हुई है। डीएसी उपभोक्ता के पंजीकृत मोबाइल नंबर पर प्राप्त होता है।

वाणिज्यिक एलपीजी आपूर्ति और आवंटन उपाय:

- कुल वाणिज्यिक एलपीजी आवंटन को संकट-पूर्व स्तरों के लगभग 70% तक बढ़ा दिया गया है, जिसमें 10% सुधार-संबंधी आवंटन शामिल है।
- भारत सरकार ने दिनांक 06.04.2026 के पत्र के माध्यम से सूचित किया है कि प्रत्येक राज्य में प्रवासी श्रमिकों को वितरित किए जाने वाले 5 किलोग्राम एफटीएल सिलेंडरों की दैनिक मात्रा को दिनांक 21.03.2026 के पत्र में उल्लिखित 20% की सीमा से अधिक 2-3 मार्च 2026 के दौरान प्रवासी श्रमिकों को की गई औसत दैनिक आपूर्ति (सिलेंडरों की संख्या) के आधार पर दोगुना किया जा रहा है। ये 5 किलोग्राम एफटीएल सिलेंडर राज्य सरकारों के अधिकार क्षेत्र में हैं और वे इन्हें तेल विपणन कंपनियों (ओएमसी) की सहायता से केवल अपने राज्य के प्रवासी श्रमिकों को ही आपूर्ति कर सकती हैं।
- 1 अप्रैल 2026 से अब तक 18.63 लाख से अधिक 5 किलोग्राम के एफटीएल सिलेंडर बेचे जा चुके हैं।
- कल देशभर में लगभग 80,000 - 5 किलोग्राम के एफटीएल सिलेंडर बिके।

- 3 अप्रैल 2026 से, पीएसयू की ओएमसी ने 5 किलोग्राम एफटीएल सिलेंडरों के लिए 8770 से अधिक जागरूकता शिविरों का आयोजन किया है, जिनमें 1,38,000 से अधिक 5 किलोग्राम एफटीएल सिलेंडर भी बेचे गए हैं।
 - कल 230 से अधिक शिविरों के माध्यम से 5717 - 5 किलोग्राम के एफटीएल बेचे गए।
 - आईओसीएल, एचपीसीएल और बीपीसीएल के कार्यकारी निदेशकों की एक तीन सदस्यीय समिति राज्यों/केंद्र शासित प्रदेशों में वाणिज्यिक एलपीजी वितरण की योजना बनाने के लिए राज्य अधिकारियों और उद्योग निकायों के साथ समन्वय कर रही है।
 - अप्रैल-26 के महीने के दौरान (24.04.26 तक), कुल 1,55,524 एमटी (19 किलोग्राम एलपीजी सिलेंडरों के 81.85 लाख से अधिक के बराबर) वाणिज्यिक एलपीजी की बिक्री हुई है।
- प्राकृतिक गैस आपूर्ति और पीएनजी के विस्तार की पहल**
- डी-पीएनजी और सीएनजी-परिवहन को 100% आपूर्ति सुनिश्चित करते हुए उपभोक्ताओं को प्राथमिकता दी गई है।
 - उर्वरक संयंत्रों को आवंटित कुल गैस की मात्रा को बढ़ाकर उनकी छह महीने की औसत खपत के लगभग 95% तक कर दिया गया है।
 - इसके अतिरिक्त, सीजीडी नेटवर्क के माध्यम से आपूर्ति सहित अन्य औद्योगिक और वाणिज्यिक क्षेत्रों को गैस की आपूर्ति में 80% तक की वृद्धि की गई है।
 - सीजीडी संस्थाओं को सलाह दी गई है कि वे अपने सभी सरकारी क्षेत्रों में होटल, रेस्तरां और कैंटीन जैसे वाणिज्यिक प्रतिष्ठानों के लिए पीएनजी कनेक्शन को प्राथमिकता दें, ताकि वाणिज्यिक एलपीजी की उपलब्धता से संबंधित चिंताओं का समाधान किया जा सके।
 - आईजीएल, एमजीएल, गेल गैस और बीपीसीएल सहित सीजीडी कंपनियों घरेलू और वाणिज्यिक पीएनजी कनेक्शन के लिए प्रोत्साहन राशि की पेशकश कर रही हैं।
 - राज्यों/केंद्र शासित प्रदेशों और केंद्रीय मंत्रालयों से सीजीडी नेटवर्क के विस्तार के लिए आवश्यक स्वीकृतियों में तेजी लाने का अनुरोध किया गया है।
 - भारत सरकार ने 18.03.2026 के पत्र के माध्यम से सभी राज्यों/केंद्र शासित प्रदेशों को वाणिज्यिक एलपीजी का अतिरिक्त 10% आवंटन देने की पेशकश की है, बशर्ते वे एलपीजी से पीएनजी में दीर्घकालिक परिवर्तन में सहायता कर सकें।
 - 22 राज्यों/केंद्र शासित प्रदेशों को पीएनजी के विस्तार सुधारों से संबंधित अतिरिक्त वाणिज्यिक एलपीजी आवंटन प्राप्त हो रहा है।
 - सड़क परिवहन एवं राजमार्ग मंत्रालय ने दिनांक 24.03.26 के पत्र के माध्यम से सीजीडी अवसंरचना से संबंधित आवेदनों को प्राथमिकता के आधार पर

संसाधित करने के लिए 3 महीने की विशेष अवधि के लिए 'कम समयसीमा के साथ सीजीडी अवसंरचना के लिए त्वरित अनुमोदन ढांचा' अपनाया है।

- भारत सरकार ने 24.03.2026 के राजपत्र के माध्यम से आवश्यक वस्तु अधिनियम, 1955 के अंतर्गत प्राकृतिक गैस और पेट्रोलियम उत्पाद वितरण (पाइपलाइन बिछाने, निर्माण, संचालन और विस्तार तथा अन्य सुविधाओं के माध्यम से) आदेश, 2026 को अधिसूचित किया है। यह आदेश देश भर में पाइपलाइन बिछाने और विस्तार करने के लिए एक सुव्यवस्थित और समयबद्ध ढांचा प्रदान करता है, अनुमोदन और भूमि उपलब्धता में होने वाली देरी को दूर करता है, और आवासीय क्षेत्रों सहित प्राकृतिक गैस अवसंरचना के तीव्र विकास को सक्षम बनाता है। इससे प्राकृतिक गैस नेटवर्क के विकास में तेजी आने, अंतिम-मील कनेक्टिविटी में सुधार होने और स्वच्छ ईंधन की ओर संक्रमण को समर्थन मिलने की उम्मीद है, जिससे ऊर्जा सुरक्षा मजबूत होगी और भारत की गैस आधारित अर्थव्यवस्था को बढ़ावा मिलेगा।

पीएनजीआरबी ने सीजीडी संस्थाओं को डी-पीएनजी कनेक्शन में तेजी लाने का निर्देश दिया है। साथ ही, पीएनजी के विस्तार में गति बनाए रखने के लिए राष्ट्रीय पीएनजी ड्राइव 2.0 को 30.06.2026 तक बढ़ा दिया गया है।

- स्वच्छ, अधिक सुरक्षित और आत्मनिर्भर ऊर्जा भविष्य को बढ़ावा देने के लिए, भारत सरकार ने राज्य सीबीजी नीति का एक मॉडल मसौदा तैयार किया है। इस मॉडल नीति का उद्देश्य राज्यों को सीबीजी विकास के लिए अपना स्वयं का निवेशक-अनुकूल और कार्यन्वयन-उन्मुख पारिस्थितिकी तंत्र बनाने में सक्षम बनाने के लिए एक व्यापक, लचीला मार्गदर्शक ढांचा प्रदान करना है। जो राज्य इसे अपनाएंगे, उन्हें वाणिज्यिक एलपीजी के अतिरिक्त आवंटन की अगली किरत में प्राथमिकता दी जाएगी।

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय ने दिनांक 07.04.2026 के आदेश के माध्यम से सीपीसीबी को सीजीडी नेटवर्क/बुनियादी ढांचे की स्थापना या संचालन के लिए सहमति प्रदान करने हेतु एसपीसीबी/पीसीसी को 15 दिनों के भीतर आवश्यक निर्देश जारी करने का निर्देश दिया है।

मार्च 2026 से अब तक 5.36 लाख से अधिक पीएनजी कनेक्शनों का गैसीकरण किया जा चुका है और अतिरिक्त 2.61 लाख कनेक्शनों के लिए बुनियादी ढांचा तैयार किया गया है, जिससे कुल कनेक्शनों की संख्या 7.97 लाख हो गई है। इसके अलावा, लगभग 6.05 लाख ग्राहकों ने नए कनेक्शनों के लिए पंजीकरण कराया है।

24.04.2026 तक, MYPNGD-in वेबसाइट के माध्यम से 42,280 से अधिक पीएनजी उपभोक्ताओं ने अपने एलपीजी कनेक्शन सरेंडर कर दिए हैं।

कच्चे तेल की स्थिति और रिफाइनरी संचालन

- सभी रिफाइनरियां पर्याप्त कच्चे तेल के भंडार के साथ पूरी क्षमता से काम कर रही हैं, जबकि पेट्रोल और

डीजल का पर्याप्त स्टॉक बनाए रखा जा रहा है।

- घरेलू खपत को पूरा करने के लिए रिफाइनरियों से एलपीजी का घरेलू उत्पादन बढ़ाया गया है।

घरेलू बाजार के लिए पेट्रोकेमिकल फीडस्टॉक की आपूर्ति सुनिश्चित करने हेतु एक अंतर-मंत्रालयी संयुक्त कार्य समूह (जेडब्ल्यूजी) का गठन किया गया है। इसके फलस्वरूप, भारत सरकार ने दिनांक 01.04.2026 के आदेश द्वारा पेट्रोकेमिकल कॉम्प्लेक्स सहित तेल रिफाइनरी कंपनियों को उच्च प्रौद्योगिकी केंद्र (सीएचटी) द्वारा निर्धारित महत्वपूर्ण क्षेत्रों के लिए सी3 और सी4 स्ट्रीम की न्यूनतम मात्रा उपलब्ध कराने की अनुमति दी है।

औषधि विभाग, रसायन एवं पेट्रो रसायन विभाग (डीसीपीसी) और उद्योग एवं आंतरिक व्यापार संवर्धन विभाग (डीपीआईआईटी) से प्राप्त अनुरोधों के आधार पर, फार्मा और रसायन क्षेत्र की कंपनियों के लिए एलपीजी पूल से प्रतिदिन 1000 मीट्रिक टन की आपूर्ति का प्रावधान किया गया है।

9 अप्रैल 2026 से, मुंबई, कोच्चि, विजाग, चेन्नई और मथुरा की रिफाइनरियों द्वारा रासायनिक और फार्मा उद्योग को 7000 मीट्रिक टन से अधिक प्रोपलीन बेचा जा चुका है।

खुदरा ईंधन की उपलब्धता और मूल्य निर्धारण के उपाय

- देश भर में खुदरा दुकानें सामान्य रूप से चल रही हैं।
- मध्य पूर्व संकट के कारण कच्चे तेल की कीमतों में असामान्य वृद्धि हुई है; हालांकि, उपभोक्ताओं की सुरक्षा के लिए, भारत सरकार ने पेट्रोल और डीजल पर उत्पाद शुल्क में 10 रुपये प्रति लीटर की कमी की है।

भारत सरकार ने 11.04.2026 की राजपत्र अधिसूचना के माध्यम से घरेलू बाजार में इन उत्पादों की उपलब्धता सुनिश्चित करने के लिए डीजल पर निर्यात शुल्क बढ़ाकर 55.50 रुपये प्रति लीटर और एटीएफ पर निर्यात शुल्क बढ़ाकर 42 रुपये प्रति लीटर कर दिया है।

अफवाहों के चलते कुछ खुदरा दुकानों पर अफरा-तफरी मची हुई है और लोग बड़ी मात्रा में पेट्रोल और डीजल खरीद रहे हैं। सूचित किया जाता है कि देश के सभी पेट्रोल पंपों पर पेट्रोल और डीजल का पर्याप्त भंडार उपलब्ध है। पेट्रोल और डीजल की नियमित खुदरा कीमतें अपरिवर्तित हैं और सार्वजनिक क्षेत्र के उपक्रमों और तेल और डीजल कंपनियों की खुदरा दुकानों पर कीमतों में कोई वृद्धि नहीं हुई है।

केरोसिन की उपलब्धता और वितरण के उपाय

राज्यों/केंद्र शासित प्रदेशों को नियमित आवंटन के अतिरिक्त 48,000 किलोलीटर केरोसिन का अतिरिक्त आवंटन किया गया है।

- 18 राज्यों/केंद्र शासित प्रदेशों ने एसकेओ आवंटन आदेश जारी किए हैं, जबकि हिमाचल प्रदेश और लद्दाख ने कोई आवश्यकता नहीं बताई है।

X

"It isn't the challenge that defines you. It's what you do with it." - Sharon Pearson



GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO. 3775

ANSWERED ON - 25/03/2026

TOLL-FREE ROADS AND TOLL POLICY

3775. SHRI I.S. INBADURAI:

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

- (a) whether Government has undertaken any assessment of the number and length of National Highways and expressways that are currently toll-free across the country, if so, State-wise details thereof;
- (b) whether Government has any proposal to increase the number of toll-free road stretches, particularly in rural and semi-urban areas, to reduce travel costs and improve connectivity for local commuters, if so, details thereof; and
- (c) whether guidelines exist regarding conditions under which toll plazas may be removed or toll collection discontinued after recovery of project costs from road users, if so, details of such policy provisions?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (b) User fee at fee plaza is collected for the use of a completed section of National Highway, uniformly across the country in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008 and the respective Concession Agreements. User fee is collected on all eligible National Highway sections that meet the prescribed criteria under these Rules. It is not collected on those sections or stretches of National Highways that are below 2 lane with paved shoulder shoulders.

Further, there are already various provisions for discounts in user fees and monthly passes for local and regular users of National Highways across the country, irrespective of whether the areas are rural or suburban. In addition, the Government has also introduced a FASTag based Annual Pass for non-commercial cars, jeeps, and vans. This annual pass scheme offers 200 NH fee plaza crossings or one year validity, whichever is earlier, by payment of Rs. 3000/- (Rupees three thousand).

(c) Collection of user fee at fee plazas on National Highways is not related to the recovery of project development cost. The fee in accordance with the applicable National Highways Fee Rules is collected by the concessionaire till the end of the concession period, and after the concession period is over, the fee is collected on behalf of the Central Government as per the fee specified under the provisions of NH Fee Rules, 2008 on the date of transfer of such section of the National Highway, bridge, tunnel or bypass, as the case may be, to be revised annually. The revenue collected by the Central Government from user fee collection is deposited in Consolidated Fund of India (CFI) and the fund provided through budgetary allocation are utilised for further maintenance, development and augmentation of National Highways.

ब्रेकिंग खबरें पढ़ने के लिए एक्स पर फॉलो करें @sandhyatimes4u फेसबुक पर लाइक करें हमारा FB पेज Sandhya Times

ओवरलोडिंग के नए नियम ट्रांसपोर्टर्स के लिए बने बोझ

ओवरलोडिंग पर टोल आधारित नए अतिरिक्त शुल्क पर AIMGTA को आपत्ति

■ सान्ध्य टाइम्स ब्यूरो। राष्ट्रीय राजमार्ग शुल्क (संशोधन) नियम, 2026 के तहत ओवरलोडिंग के नए प्रावधानों पर ऑल इंडिया मोटर गुड्स ट्रांसपोर्ट असोसिएशन (AIMGTA) ने गंभीर आपत्ति जताई है। असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने कहा कि यह संशोधन 15 अप्रैल 2026 से प्रभावी है। नए प्रावधानों के अनुसार, अनुमेय ग्रांस वीडकल वेट (GVW) से अधिक भार पाए जाने पर वाहनों पर टोल आधारित कई अतिरिक्त शुल्क लागू हुए हैं। इनमें 10 प्रतिशत ओवरलोड पर कोई अतिरिक्त शुल्क नहीं है। 10 से 40 प्रतिशत



तक ओवरलोड पर 2 गुना टोल शुल्क और 40 प्रतिशत से अधिक ओवरलोड पर 4 गुना टोल शुल्क लागू होगा। ओवरलोड वाहनों की पहचान टोल प्लाजा

पर स्थापित वेटिंग सिस्टम के माध्यम से की जाएगी। विवरण VAHAN पोर्टल पर दर्ज किया जाएगा। भुगतान FASTag, UPI एवं अन्य डिजिटल माध्यमों से किया जाएगा।

संस्था का मानना है कि ओवरलोडिंग सड़क सुरक्षा के लिए गंभीर खतरा है। भारत में प्रति वर्ष 1.5 लाख से ज्यादा मृत्यु सड़क दुर्घटना में होती है, जिसमें ओवरलोडिंग प्रमुख कारण है। राजस्व संग्रह के लिए सड़क सुरक्षा से समझौता स्वीकार्य नहीं है। जब तक ओवरलोडिंग को वास्तविक रूप से रोका नहीं जाएगा, तब तक सुरक्षित सड़कों का लक्ष्य अधूरा रहेगा। सरकार से आग्रह है कि इस नीति की पुनः समीक्षा कर सख्त एवं प्रभावी नियंत्रण उपाय लागू किए जाएं, जिससे देश में सुरक्षित और जिम्मेदार परिवहन व्यवस्था सुनिश्चित हो सके।



मुख्य आपत्ति : दंड देकर असुरक्षित वाहन को आगे बढ़ने की अनुमति

असोसिएशन के महामंत्री देवेन्द्र सिंह (काका) ने कहा कि यह व्यवस्था ओवरलोड वाहनों को केवल शुल्क भुगतान के बाद आगे चलने की अनुमति देती है, जो सबसे बड़ी चिंता है। यह प्रणाली वास्तविक रोकथाम के बजाय 'भुगतान कर चलो'



मानसिकता को बढ़ावा देती है। इससे सड़क सुरक्षा के उद्देश्य कमजोर पड़ जाते हैं।

ओवरलोडिंग से जोखिम

- वाहन की ब्रेकिंग क्षमता एवं संतुलन प्रभावित होता है।
- सड़क एवं पुलों की संरचना को नुकसान पहुँचता है।
- अन्य सड़क उपयोगकर्ताओं की जान को खतरा बढ़ता है।

दोहरी दंड व्यवस्था से ट्रांसपोर्टर्स पर अतिरिक्त बोझ

- टोल प्लाजा पर लगाया गया शुल्क केवल राष्ट्रीय राजमार्गों तक सीमित है।
- इसके अतिरिक्त RTO द्वारा अलग से दंड भी लागू रहता है। इससे ट्रांसपोर्टर्स पर दोहरा आर्थिक बोझ पड़ता है, जबकि समस्या का मूल समाधान नहीं होता।

सुझाव : केवल दंड नहीं, प्रभावी रोकथाम आवश्यक

- केवल जुर्माना पर्याप्त नहीं है। कुछ कदम अनिवार्य रूप से लागू किए जाएं।
- ओवरलोड पाए जाने पर तुरंत अतिरिक्त माल उतरवाकर ही वाहन को आगे जाने की अनुमति दी जाए।
- टोल प्लाजा के अतिरिक्त अन्य स्थानों पर भी सख्त निगरानी एवं प्रवर्तन व्यवस्था लागू हो।
- विभिन्न एजेंसियों के बीच समन्वित एवं रियल-टाइम कार्रवाई सुनिश्चित की जाए।
- नीति को 'दंड आधारित' के बजाय 'रोकथाम आधारित' बनाया जाए। (विस)



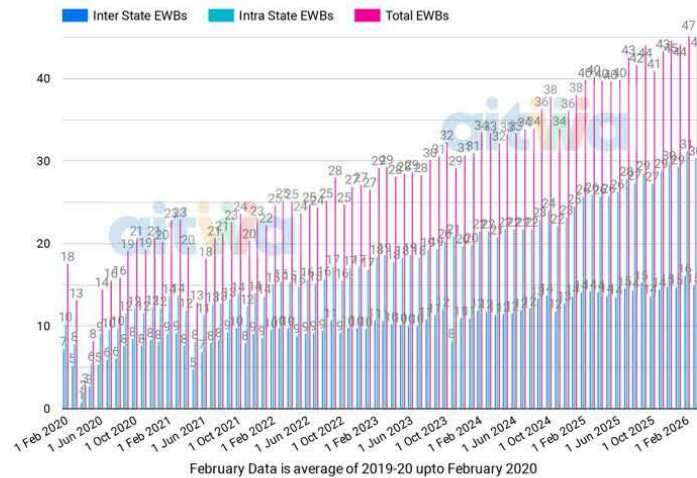
Eway Bill Dashboard

Developed & compiled by

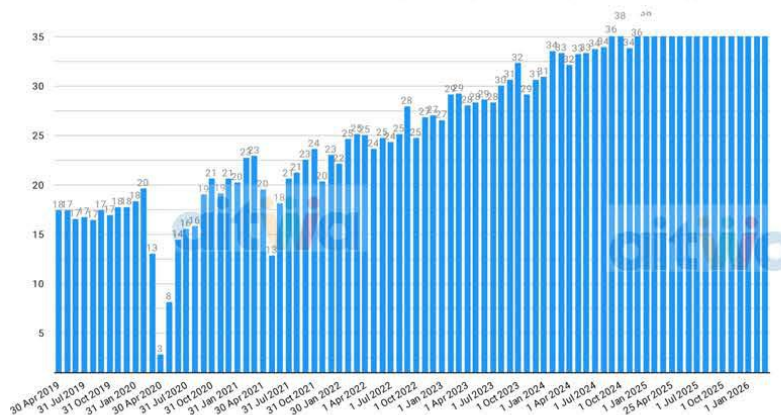


Last updated on 10th April 2026 | Data as on 31st March 2026

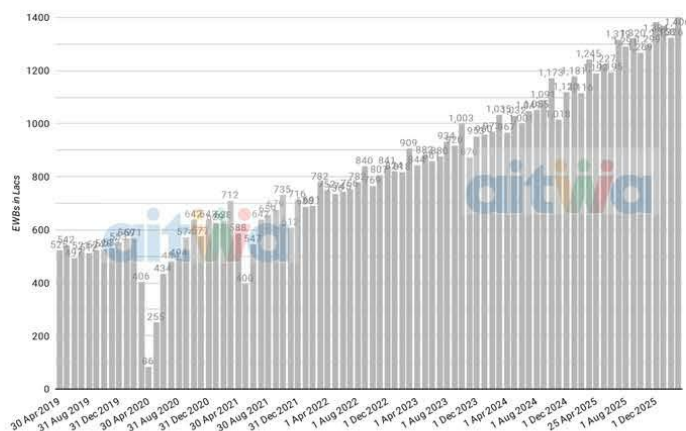
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



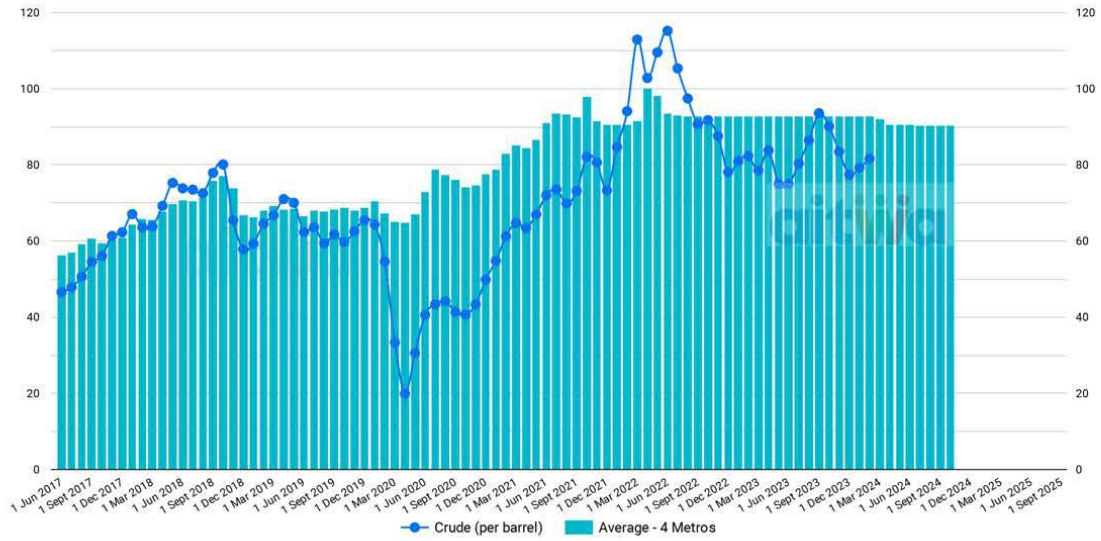
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

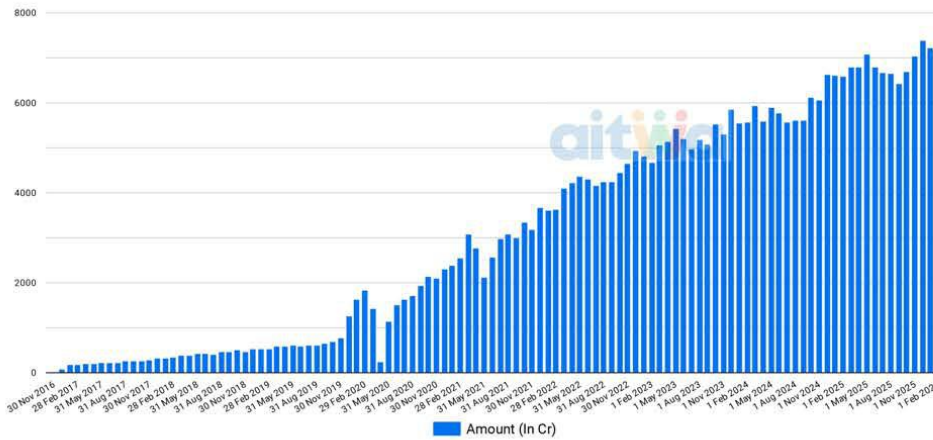
Last updated on 1st April 2026 | Data as on 31st March 2026

Diesel Price Average of 4 metros since 2017



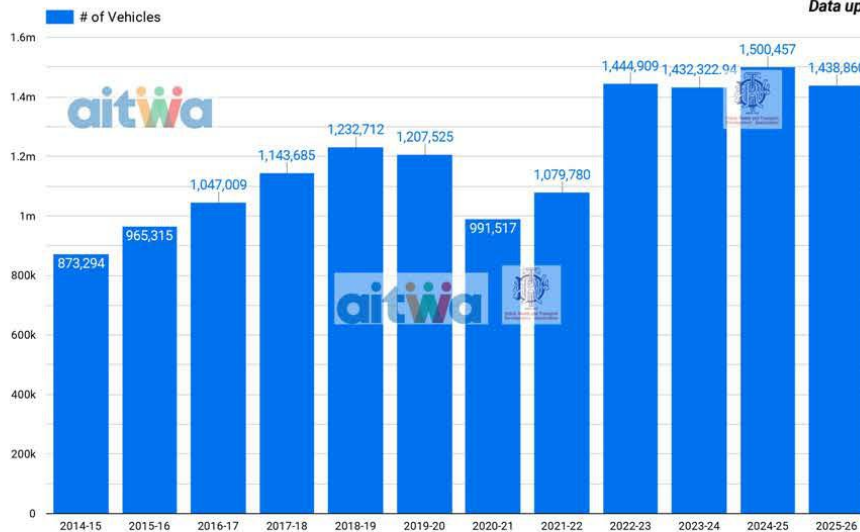
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto February 2026



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Feb.		
		Feb. 2026	Feb. 2025	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	329.4	159.5	-	3478.5	3193.5	8.9
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	855.1	750.5	-	8602.6	8197.7	4.9
4	Chennai	33619.4	29452.3	14.1	383612.7	341136.1	12.5
5	Coimbatore	1004.2	944.8	6.3	12042.7	11076.6	8.7
6	Goa	554.7	439.4	26.2	5521.9	4995.3	10.5
7	Imphal	608.2	540.6	12.5	5837.3	5692.2	2.5
8	Kolkata	13764.3	12011.2	14.6	154798.5	151975.1	1.9
9	Kozhikode	1303.7	1463.0	-10.9	16926.9	19489.6	-13.1
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	760.6	577.4	31.7	8480.9	7271.4	16.6
12	Rajkot (Hirasar)	176.1	41.3	-	980.5	567.0	72.9
13	Srinagar	551.5	617.5	-10.7	8976.5	9032.5	-0.6
14	Surat	927.1	520.0	78.3	7614.5	6032.0	26.2
15	Tiruchirappalli	668.8	505.3	32.4	6674.6	5947.7	12.3
16	Tirupati	49.6	21.7	-	292.8	92.4	-
17	Varanasi	384.8	402.0	-4.3	6449.3	5593.0	15.3
18	Vijayawada	126.0	123.2	2.3	1102.7	1122.4	-1.8
Total		55683.6	48569.8	14.6	631392.9	581411.6	8.6
(B) 6 PPP International Airports							
19	Ahmedabad	12045.1	7700.5	56.4	123698.9	93782.0	31.9
20	Guwahati	2588.5	2010.7	28.7	27810.3	24394.4	14.0
21	Jaipur	2478.9	1695.1	46.2	25716.3	19966.7	28.8
22	Lucknow	1955.0	1719.3	13.7	20785.1	20228.1	2.8
23	Mangalore	243.2	46.1	-	2342.3	2048.9	14.3
24	Thiruvananthapuram	1615.3	1792.8	-9.9	19489.9	21048.7	-7.4
Total		20926.0	14964.5	39.8	219842.9	181468.7	21.1
(C) 7 JV International Airports							
25	Bangalore (BIAL)	43428.0	37161.0	16.9	485616.0	456736.0	6.3
26	Delhi (DIAL)	94261.9	82045.4	14.9	1048083.1	1007456.1	4.0
27	Hyderabad (GHIAL)	15447.9	12422.2	24.4	166599.9	151094.5	10.3
28	Kannur (KIAL)	194.8	307.7	-36.7	3469.1	3832.0	-9.5
29	Kochi	5794.1	4536.3	27.7	63433.7	56040.6	13.2
30	Mumbai (MIAL)	78128.9	67685.7	15.4	847314.6	809241.4	4.7
31	Nagpur	684.2	590.4	15.9	8671.0	8061.1	7.6
Total		237939.8	204748.8	16.2	2623187.5	2492461.8	5.2
(D) 3 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	202.6	341.9	-40.7	2694.3	2978.8	-9.5
33	Navi Mumbai (NMIAL)	154.3	0.0	-	288.1	0.0	-
34	Shirdi	7.6	4.2	83.1	60.8	92.5	-34.3
Total		364.5	346.1	5.3	3043.2	3071.3	-0.9
(E) 12 Custom Airports							
35	Agartala	399.2	384.6	3.8	5357.3	5066.6	5.7
36	Aurangabad	101.3	61.8	63.9	1247.1	810.3	53.9
37	Bagdogra	693.1	574.4	20.7	8640.7	8325.0	3.8
38	Bhopal	203.7	176.0	15.7	2266.3	2172.6	4.3
39	Chandigarh	1218.0	836.2	45.7	13235.9	12990.4	1.9
40	Gaya	0.0	0.0	-	0.0	0.0	-
41	Indore	795.4	819.4	-2.9	10564.0	9332.3	13.2
42	Madurai	409.6	236.5	73.2	4044.6	3148.5	28.5
43	Patna	773.1	706.7	9.4	10484.0	8354.4	25.5
44	Pune	5365.9	3500.2	53.3	49053.5	38189.3	28.4
45	Vadodara	115.1	186.1	-38.1	1554.1	1642.5	-5.4
46	Visakhapatnam	349.4	332.1	5.2	4004.7	3847.1	4.1
Total		10423.7	7814.1	33.4	110452.0	93879.0	17.7
(F) 70 Domestic Airports							
47	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
48	Agatti	0.0	0.0	-	0.0	0.1	-
49	Agra	0.0	4.7	-	95.5	48.3	97.7
50	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
51	Bareilly	0.0	0.0	-	0.0	0.0	-
52	Belagavi	0.4	1.0	-61.8	6.4	23.1	-72.4
53	Bhatinda	0.0	0.0	-	0.0	0.0	-
54	Bhavnagar	0.0	0.0	-	0.0	0.0	-
55	Bhuj	0.5	0.9	-42.8	4.1	4.3	-3.5
56	Bhuntar (Kullu/Manali)	0.0	0.0	-	0.0	0.0	-
57	Bikaner	0.0	0.0	-	0.0	0.0	-
58	Coochbeher	0.0	0.0	-	0.0	0.0	-
59	Cuddapah	0.0	0.0	-	0.0	0.0	-
60	Darbhanga	35.7	28.8	23.8	557.4	387.5	43.8
61	Dehradun	107.1	89.6	19.5	1803.6	1851.9	-2.6
62	Deoghar	0.0	0.0	-	0.0	0.0	-
63	Dimapur	109.9	66.8	64.6	1201.6	1067.9	12.5
64	Diu	0.0	0.0	-	0.0	0.0	-
65	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-
66	Gondia	0.0	0.0	-	0.0	0.0	-

S. no.	Airport	For The Month			For The Period April To Feb.		
		Feb. 2026	Feb. 2025	% Change	2025-26	2024-25	% Change
(F) 70 Domestic Airports							
67	Gorakhpur	0.0	0.0	-	0.0	0.0	-
68	Gwalior	0.0	0.0	-	0.0	0.0	-
69	Hindon	0.0	0.0	-	0.0	0.0	-
70	Hubbali	13.3	18.1	-26.6	209.7	259.9	-19.3
71	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
72	Itanagar (Holongi)	4.4	0.0	-	20.6	0.0	-
73	Jabalpur	0.0	0.0	-	0.0	0.0	-
74	Jaisalmer	0.0	0.0	-	0.0	0.0	-
75	Jalgaon	0.0	0.0	-	0.0	0.0	-
76	Jammu	83.9	65.6	27.8	725.2	940.1	-22.9
77	Jamnagar	1.9	25.3	-92.5	135.8	222.5	-39.0
78	Jharsuguda	12.0	0.0	-	12.0	0.0	-
79	Jodhpur	23.7	13.6	74.2	169.9	122.1	39.1
80	Jorhat	5.7	12.0	-52.2	115.3	126.5	-8.8
81	Juhu	16.3	20.0	-18.4	219.3	232.0	-5.5
82	Kalaburagi (Gulbarga)	0.0	0.0	-	0.0	0.0	-
83	Kandla	0.0	0.0	-	0.0	0.0	-
84	Kanpur (Chakeri)	12.2	9.0	35.3	165.5	105.3	57.2
85	Kanpur (Civil)	0.0	0.0	-	0.0	0.0	-
86	Keshod (Junagarh)	0.0	0.0	-	0.0	0.0	-
87	Khajuraho	0.0	0.0	-	0.0	0.0	-
88	Kishangarh	0.0	0.0	-	0.0	0.0	-
89	Kolhapur	0.0	0.0	-	0.0	0.0	-
90	Kota	0.0	0.0	-	0.0	0.0	-
91	Lakhimpur (Lilabari)	0.0	0.0	-	0.0	0.2	-
92	Leh	140.1	126.0	11.1	1490.6	1654.1	-9.9
93	Ludhiana	0.0	0.0	-	0.0	0.0	-
94	Mohabani (Dibrugarh)	66.2	63.3	4.6	1017.7	881.8	15.4
95	Moradabad	0.0	0.0	-	0.0	0.0	-
96	Mysuru	0.0	0.0	-	0.0	0.0	-
97	Pakyong	0.0	0.0	-	0.0	0.0	-
98	Pantnagar	0.0	0.0	-	0.0	0.0	-
99	Porbandar	0.0	0.0	-	0.0	0.0	-
100	Prayagraj	2.3	0.0	-	31.6	46.7	-32.2
101	Purnea	0.0	0.0	-	0.0	0.0	-
102	Puducherry	0.0	0.0	-	0.0	0.0	-
103	Raipur	472.3	378.0	25.0	5090.6	4666.6	9.1
104	Rajahmundry	8.3	3.5	-	43.1	22.6	90.4
105	Ranchi	673.7	449.2	50.0	6945.1	6163.7	12.7
106	Rewa	0.0	0.0	-	0.0	0.0	-
107	Rupsi	0.0	0.0	-	0.0	0.0	-
108	Safdarjung	0.0	0.0	-	0.0	0.0	-
109	Salem	0.0	0.0	-	0.0	0.0	-
110	Shimla	0.0	0.0	-	0.0	0.0	-
111	Sholapur	0.0	0.0	-	0.0	0.0	-
112	Silchar	52.7	55.6	-5.3	762.1	601.0	26.8
113	Tezpur	0.0	0.0	-	0.0	16.5	-
114	Tezu	0.0	0.0	-	0.0	0.0	-
115	Tuticorin	0.9	0.7	27.3	10.6	7.5	41.7
116	Udaipur	69.9	42.4	64.7	520.4	314.3	65.6
Total		1913.3	1474.1	29.8	21353.8	19766.4	8.0
(G) 28 St. Govt. / Pvt Airports							
117	Aizawl (Lengpui)	85.1	115.7	-26.4	1137.9	1227.3	-7.3
118	Aligarh	0.0	0.0	-	0.0	0.0	-
119	Ambikapur	0.0	0.0	-	0.0	0.0	-
120	Amravati	0.0	0.0	-	0.0	0.0	-
121	Azamgarh	0.0	0.0	-	0.0	0.0	-
122	Bengaluru (Hal)	0.0	0.0	-	0.0	0.0	-
123	Bidar	0.0	0.0	-	0.0	0.0	-
124	Bilaspur	0.0	0.0	-	0.0	0.0	-
125	Chitrakoot	0.0	0.0	-	0.0	0.0	-
126	Datia	0.0	0.0	-	0.0	0.0	-
127	Durgapur	105.3	16.7	-	932.1	286.8	-
128	Hisar	0.0	0.0	-	0.0	0.0	-
129	Jagdalpur	0.0	0.0	-	0.0	0.0	-
130	Jamshedpur	0.0	0.0	-	6.0	0.0	-
131	Jeypore	0.0	0.0	-	0.0	0.0	-
132	Kurnool	0.0	0.0	-	0.0	0.0	-
133	Mundra	0.0	0.0	-	0.0	0.0	-
134	Nanded	0.0	0.0	-	0.0	0.0	-
135	Nasik (Hal Ozar)	1172.2	636.1	84.3	8806.3	3617.6	-
136	Pasighat	0.0	0.0	-	0.0	0.0	-
137	Pithoragarh	0.0	0.0	-	0.0	0.0	-
138	Rourkela	0.0	0.0	-	0.0	0.0	-

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

(*) 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 2025-26									
KOLKATA	TRF APRIL-FEB., 2026	427	424	-	1248	12	749	11085	665	3088	17033										
	TRF APRIL-FEB., 2025	393	536	-	528	23	1182	8818	561	3530	15010	13.48									
Haldia Dock Complex	TRF APRIL-FEB., 2026	9917	5840	103	90	392	1507	16479	209	9183	46993										
	TRF APRIL-FEB., 2025	8867	5376	434	149	453	233	13646	2937	168	10602	10.06									
TOTAL: SMP, KOLKATA	TRF APRIL-FEB., 2026	10344	6264	103	1338	404	1507	17228	874	12271	64026										
	TRF APRIL-FEB., 2025	9260	5912	434	677	476	233	14828	11755	729	14132	10.95									
PARADIP	TRF APRIL-FEB., 2026	41743	1539	17320	753	5664	47111	15920	515	26	142307										
	TRF APRIL-FEB., 2025	33067	1612	20993	2045	5880	46349	14730	481	24	136249	4.45									
VISAKHAPATNAM	TRF APRIL-FEB., 2026	25278	1389	12005	2364	1591	8744	5790	9423	575	15421	82005									
	TRF APRIL-FEB., 2025	20439	1264	10665	1120	1516	8437	6365	9290	578	14607	73703									
KAMARAJAR(ENNORE)	TRF APRIL-FEB., 2026	4951	168	-	-	-	20639	2501	12304	637	3723	44286									
	TRF APRIL-FEB., 2025	4742	165	-	-	-	20817	2264	12170	631	3673	43831									
CHENNAI	TRF APRIL-FEB., 2026	13827	1171	924	11	357	-	34209	1772	2636	53135										
	TRF APRIL-FEB., 2025	12372	1270	860	-	202	-	32066	1661	3191	49961	6.35									
V.O.CHIDAMBARANAR	TRF APRIL-FEB., 2026	458	1462	-	897	864	6404	8528	15662	783	39672										
	TRF APRIL-FEB., 2025	458	1255	-	559	772	8937	7422	14400	720	3994	37797									
COCHIN	TRF APRIL-FEB., 2026	23146	597	-	-	188	-	9439	696	1193	34563										
	TRF APRIL-FEB., 2025	22205	425	-	-	223	-	10334	762	990	34177	1.13									
NEW MANGALORE	TRF APRIL-FEB., 2026	25780	2147	6366	725	70	5995	1134	2267	176	1291	45775									
	TRF APRIL-FEB., 2025	25783	2780	1825	496	58	5524	1882	2233	168	730	41311									
MORMUGAO	TRF APRIL-FEB., 2026	530	384	3520	289	-	1781	8311	7	-	4466	19288									
	TRF APRIL-FEB., 2025	515	365	3421	239	-	2424	6096	-	-	3075	16135									
MUMBAI	TRF APRIL-FEB., 2026	40923	1908	4963	996	292	9520	-	8	1	10114	68724									
	TRF APRIL-FEB., 2025	37123	1772	5661	451	66	7369	-	5	-	10025	62472									
J.N.P.A.	TRF APRIL-FEB., 2026	3639	2408	-	-	-	-	83990	7426	2809	92846										
	TRF APRIL-FEB., 2025	3111	2312	-	-	-	-	76384	6629	2040	83847	10.73									
DEENDAYAL	TRF APRIL-FEB., 2026	58271	11331	1555	4965	638	14890	866	11545	589	40032	144093									
	TRF APRIL-FEB., 2025	58495	11065	1336	3879	369	16015	559	6839	420	35268	133825									
ALL PORTS	TRF APRIL-FEB., 2026	248890	30768	46756	12338	10068	116591	60278	193936	13555	111095	830720									
	TRF APRIL-FEB., 2025	227570	30197	45195	9466	9562	116105	54146	175957	12322	102817	771015									
% Variation from previous year											9.37	1.89	3.45	30.34	5.29	0.42	11.32	10.22	10.01	8.05	7.74

Source: I.P.A.

तमिलनाडु में एनएच-32 के चार लेन वाले पूंडियनकुप्पम (किमी 67) - सत्तनाथपुरम (किमी 123.8) खंड पर मुख्य मार्ग में मिट्टी धंसने से यातायात प्रभावित



तमिलनाडु में एनएच-32 के 4-लेन पूंडियनकुप्पम - सत्तनाथपुरम खंड पर 6 अप्रैल, 2026 को मुख्य मार्ग के धंसने की घटना की सूचना मिली। यह घटना कुड्डालोर जिले के वल्लमपदुगई गांव में कोल्लिदम बाईपास पर 105.2 किलोमीटर पर स्थित एक लाइट व्हीकलर अंडरपास (एलवीयूपी) के प्रबलित मृदा (आरएस) की दीवार के पास दाहिनी ओर (आरएचएस) के कैरिजवे से संबंधित है। यह मार्ग मार्च 2024 से यातायात के लिए खोला गया। 20 और 21 मार्च, 2026 को इस खंड के नियमित निरीक्षण में आरएस वॉल संरचना में कोई दरार या उभार नहीं पाया गया। हालांकि, 4 अप्रैल, 2026 को रियायतकर्ता (रोड बनाने वाली कंपनी) ने मुख्य सड़क के दाहिनी ओर (आरएचएस) लगभग 30 मीटर के एक हिस्से में लगभग 100

मिमी के धंसाव के साथ-साथ फुटपाथ गुणवत्ता कंक्रीट (पीक्यूसी) में दरारें देखीं। अगले दिन तत्काल सुधारात्मक उपाय शुरू किए गए, जिनमें प्रभावित कंक्रीट फुटपाथ पैनलों को बदलना भी शामिल था। सुधार कार्य के दौरान 6 अप्रैल, 2026 की सुबह लगभग 12:30 बजे एक मीटर लंबाई का एक और धंसाव देखा गया।

6 अप्रैल 2026 को लगभग सुबह 2:30 बजे एनएचएआई के परियोजना निदेशक ने मौके का निरीक्षण किया। बाद के निरीक्षण में लगभग 50 मीटर की लंबाई में आरएस दीवार के ब्लॉकों में उभार, दरारें और क्षैतिज विस्थापन का पता चला। इसके अतिरिक्त मौजूदा बॉक्स क्लवर्ट की विंग वॉल भी अपने जगह से हिली दिखी। वर्तमान में दाहिनी ओर की सड़क का धंसाव लगभग 2.5 मीटर आंका गया, जो बढ़ ही रहा था। आस-पास

की जमीन में उभार और दरारें भी देखी गईं।

जन सुरक्षा सुनिश्चित करने के लिए प्रभावित मार्ग पर यातायात को पूरी तरह से डायवर्ट कर दिया गया। इसके अलावा कोथट्टई शुल्क प्लाजा पर शुल्क का संग्रह 6 अप्रैल, 2026 को दोपहर 12:50 बजे से रोक दिया गया।

एनएचएआई स्थिति पर कड़ी नजर रख रहा है। विशेषज्ञ घटनास्थल पर पहुंच चुके हैं और विस्तृत तकनीकी जांच की जा रही है। जमीन धंसने का मूल कारण नींव का कमजोर होना (कम भार वहन क्षमता) प्रतीत होता है। विशेषज्ञों के मूल्यांकन के आधार पर सामान्य यातायात संचालन को जल्द से जल्द बहाल करने के लिए प्राथमिकता के आधार पर उचित उपाय किए जा रहे हैं। रियायतकर्ता और स्वतंत्र अभियंता को कारण बताओ नोटिस जारी कर दिया गया है।



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