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Monthly Magazine of All India Transporters Welfare Association

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



## A Future-Ready Transportation and Logistics Workforce

Through the path of upskilling, diversity, and well-being

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Phase Out 2 Lakh Non-BS6 Trucks In Delhi-NCR

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# Talent Management and Workforce Upskilling



Friends,

In this edition of Parivahan Pragati, we will explore the critical role of talent management and upskilling in the logistics sector, the challenges faced by industry leaders, and the strategies companies can implement to build a future-ready workforce. I am sure this will benefit many companies in our sector.

In the transportation and logistics industry, volatility has always been a defining characteristic. Climate disruptions, geopolitical tensions, changing trade regulations, and sudden capacity crunches all contribute to an environment of constant uncertainty. What sets high-performing organisations apart is not simply their speed of operations or scale of reach, but their ability to adapt intelligently to these challenges. For this reason, the industry is in a state of continual transformation, reshaping itself to meet both immediate demands

and future uncertainties.

The pace of technological advancement, rising consumer expectations, and global disruptions have placed new demands on logistics companies. Navigating these shifts has made talent management and workforce upskilling essential rather than optional. A company's success is increasingly determined by the capabilities of its workforce—employees who can leverage digital tools, apply innovative strategies, and manage the complex operations of modern supply chains. It is these people who ultimately define a company's resilience and growth trajectory. As such, talent management has emerged as a cornerstone of logistics strategy, with companies realising that investing in people is just as critical as investing in technology.

The challenge begins with attracting the right talent. The logistics industry



**Ashok Gupta**

faces an acute shortage of skilled professionals, with many companies reporting difficulties in filling vital positions. The 2023 Third-Party Logistics Study by Korn Ferry highlighted that more than 60 per cent of logistics companies struggled to recruit suitable candidates for key roles. Addressing this shortage requires organisations to strengthen their employer branding and highlight the dynamic, innovative nature of the industry. Presenting logistics as a sector that is not only operationally essential but also technology-driven and transformative can make it more appealing to new talent. Offering competitive benefits and fostering a reputation as a forward-looking employer are equally important. Partnerships with academic institutions can also be a game-changer. By working with universities and training centres to design programs tailored to industry needs, companies can ensure that future graduates are better equipped with relevant skills, thus creating a steady talent pipeline.

**Attracting talent**, however, is only the first step. The rapidly evolving nature of the sector makes continuous learning vital. Employees need opportunities to develop new skills not only through structured programs but also through on-the-job experiences and mentorship. This includes training in digital logistics tools, data analytics, and AI-driven supply chain management, all of which are becoming core capabilities. Cross-



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functional exposure is equally valuable, as modern logistics requires an understanding of how different parts of the supply chain interconnect. Companies that nurture leadership capabilities among their workforce also gain a long-term advantage, as strong leaders are essential for driving innovation and managing change in uncertain times.

Once **talent is developed, retaining it becomes the next challenge**. High employee turnover has long been an issue in logistics, fueled by demanding work environments and limited career growth opportunities. To address this, companies must foster a positive work culture that values contributions and prioritises employee well-being. Offering competitive compensation packages remains important, but beyond that, organisations must create clear career pathways that allow employees to see how they can grow within the company. This visibility not only motivates current staff but also positions the company as an attractive long-term employer. Recognition programs, professional growth opportunities, and a genuine focus on work-life balance all contribute to reducing attrition.

In parallel, upskilling has become a strategic imperative. In the past, upskilling might have been seen as a supplementary initiative, but today it is central to maintaining competitiveness. Equipping employees with new skills ensures that they can adapt to changing job requirements and continue contributing effectively. The first step in any upskilling initiative is identifying skills gaps, which can be achieved through surveys, performance reviews, and structured assessments. A company might, for example, realise that its workforce is proficient in traditional logistics processes but lacks expertise in digital platforms or advanced analytics. With this clarity, training can be better

targeted.

Technology-driven solutions are proving particularly effective in **bridging skills gaps**. E-learning platforms, interactive modules, and even virtual reality simulations make training more engaging and

***Technology-driven solutions are proving particularly effective in bridging skills gaps. E-learning platforms, interactive modules, and even virtual reality simulations make training more engaging and accessible***

accessible. Warehouse staff, for instance, can use simulations to practice handling automated equipment in a risk-free environment, while online courses can deliver lessons on supply chain resilience or digital logistics strategies. These approaches not only make training more effective but also overcome geographical and logistical barriers.

Equally important is the creation of a **culture of lifelong learning**. Upskilling initiatives will not succeed if they are treated as one-off events. Employees should feel encouraged and rewarded for continuous learning, and leadership plays a crucial role in reinforcing this culture. When managers themselves embrace new learning opportunities, they set an example for the wider workforce. Recognising employees who complete training programs, linking new skills to career advancement, and providing ongoing access to resources all help embed lifelong learning into the organisational fabric.

**Collaboration with external partners** also adds significant value.

Industry associations, specialised training providers, and academic institutions offer access to the latest content and global best practices. Certification programs, co-branded initiatives, and joint research projects can help ensure that employees stay aligned with evolving standards while also enhancing the company's credibility as a learning organisation.

Implementing these strategies is not without challenges. Budget constraints often limit the scope of training initiatives, while resistance to change can slow adoption. Measuring the return on investment for upskilling programs also remains a concern for many organisations. Overcoming these obstacles requires visible leadership commitment and a well-defined roadmap. Leaders must clearly communicate why talent management and upskilling are strategic priorities, setting out specific objectives, timelines, and metrics for success. Monitoring progress through key performance indicators such as employee engagement, retention rates, and skill proficiency ensures accountability and allows for necessary adjustments.

As the logistics sector continues to transform, the importance of people cannot be overstated. Technology, infrastructure, and systems will remain critical, but without skilled individuals to manage and innovate, they cannot deliver their full potential. Companies that invest consistently in attracting, developing, retaining, and upskilling their workforce will build not only resilience but also a sustainable competitive edge. In an industry defined by constant disruption, the true differentiator is a workforce that is adaptable, forward-thinking, and empowered to drive change. A skilled and agile workforce is no longer just a resource—it is the ultimate advantage in shaping the future of logistics.



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# Bridging the Skills Gap in India's Booming Logistics Sector

**I**ndia's logistics and transportation industry is on the road to becoming a \$380 billion powerhouse by 2025, but this rapid growth story carries with it a major concern: a widening skills gap. While the sector races ahead with automation, digitisation, and new-age platforms, the workforce—especially at the grassroots—struggles to keep pace with these transformations. The real question, then, is no longer whether the sector will grow, but whether there is enough skilled talent to sustain and support that growth in the long run.

With over 22 million people employed (reported by the Economic Survey), logistics is one of the country's largest job creators. Yet a significant portion of this massive workforce still lacks formal training. This creates a worrying imbalance. Can the same people who have traditionally powered India's logistics sector now lead the transition to smarter, technology-enabled operations, automated warehouses, and digital fleet management? Success in these areas requires proficiency in using mobile apps and digital platforms, familiarity with e-way bills and GST compliance, understanding RFID tolling, and adopting eco-driving techniques and safety protocols. Without these foundational skills, both efficiency and safety suffer, creating roadblocks to productivity.

The Government of India has acknowledged this challenge and emphasises the need to build strong industry-academia linkages. Its vision is to create a skilling ecosystem tailored to India's unique needs, where

the focus is not just on distributing certificates but on developing practical expertise. Training must be aligned to the dynamic demands of both the logistics industry and the self-employment sector. In short, skilling should move beyond formality and focus on developing professionals capable of excelling in a fast-changing, tech-driven environment.

This raises a critical question: how can India build a digitally proficient logistics workforce that can navigate a technology-centric job market? Addressing this challenge requires joint effort, and organisations such as FICCI's Logistics & Supply Chain Committee and the All India Transporters Welfare Association (AITWA) have begun leading the charge. They have identified several key areas where skills gaps are most evident, ranging from fleet operations to warehouse management, compliance, and customer-facing roles. Many drivers and dispatchers still rely on manual scheduling and tracking, leading to inefficiencies in fuel use and route planning. In warehouses, barcode systems, IoT-enabled sensors, and WMS platforms remain underutilised because workers lack digital literacy. Compliance poses another hurdle, as the shift to e-invoicing, e-way bills, and digital documentation requires trained professionals who are still in short supply. Finally, with the rise of e-commerce, logistics has become more customer-facing than ever, but many workers lack the communication and CRM skills needed for efficient customer service and reverse logistics. To bridge these gaps, FICCI has



**Ashok Goyal**  
National President, AITWA

introduced several initiatives. These include skill development councils that design training programs aligned with the National Skill Qualification Framework, partnerships with universities to introduce logistics diplomas, and corporate workshops for supervisors and mid-level managers. One of its flagship efforts, the "Skill India in Logistics" program, launched in collaboration with the Ministry of Skill Development & Entrepreneurship, aims to train over 200,000 professionals by 2026. Meanwhile, AITWA has been working at the grassroots with truckers, fleet operators, and small logistics firms. Its driver skill enhancement programs focus on road safety, eco-driving, and vehicle diagnostics. Workshops introduce drivers and operators to digital payment systems, FASTag, GPS devices, and compliance documentation. Additionally, the association promotes second-generation entrepreneurs through mentorship programs, business literacy initiatives, and collaboration with state governments. Its partnership in Haryana and Maharashtra has already trained over 12,000 workers, leading to improved



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The impact of these initiatives is visible on the ground. A Nagpur-based logistics operator, for instance, saw remarkable improvements after attending an AITWA-led training program on GPS tracking and route optimisation. Within four months, the company achieved a 28 per cent rise in delivery accuracy and a 15 per cent drop in fuel costs. Its workforce, once hesitant to embrace technology, now actively uses route-planning apps, driver scorecards, and real-time alerts. Success stories like these underscore how targeted training can transform not only efficiency but also employee attitudes toward technology adoption.

However, creating a future-ready workforce requires more than isolated programs. The sector must embrace a holistic and collaborative approach involving policymakers, industry leaders, and educational institutions. Policy support for vocational education in logistics, funding models that enable continuous skill upgrades, and large-scale awareness campaigns showcasing career opportunities are all necessary to build a sustainable skilling ecosystem. But beyond these systemic measures, companies themselves must also act decisively to attract and nurture talent.

Attracting young professionals into logistics remains a challenge, partly because the sector is often seen as traditional or labour-intensive. To change this perception, companies need to invest in employer branding, highlighting the industry's innovative side, its role in global trade, and its sustainability initiatives. Offering competitive benefits and flexible work arrangements can also make logistics more appealing to the next generation. Partnerships with universities, vocational institutions, and training academies are vital, as they create



pipelines of future-ready talent through internships, apprenticeships, and specialised programs aligned with industry needs.

Yet, talent acquisition is only the beginning. In a rapidly evolving industry, continuous learning and development are indispensable. Companies must ensure that employees have regular opportunities to expand their capabilities, whether through formal training programs, cross-functional exposure, or mentorship. Digital tools, data analytics, and AI-driven supply chain management are becoming fundamental skills. At the same time, leadership development programs are crucial to prepare future managers who can drive innovation and navigate disruption. By embedding learning and development into the organisational culture, companies can transform workforce training from a one-time exercise into an ongoing process.

Retention is another pressing issue. Attracting and developing talent serves little purpose if high turnover persists, and logistics is notorious for attrition due to long hours, high pressure, and limited career progression. To address this,

companies must prioritise work culture. Employees need to feel valued, supported, and able to see a clear career path within the organisation. Competitive pay and benefits are important, but equally vital are recognition programs, wellness initiatives, transparent communication, and visible opportunities for advancement. When employees are able to visualise long-term growth within a company, they are more motivated to stay and contribute.

Ultimately, India's logistics sector can only thrive if it invests in people as much as it invests in technology. Building a digitally proficient, motivated, and future-ready workforce will require a combination of government policy, industry initiatives, and company-level commitment. By attracting the right talent, ensuring continuous upskilling, and retaining top performers through supportive workplace practices, logistics organisations can build a workforce that is agile, innovative, and capable of adapting to constant change. In an industry where volatility is inevitable, a skilled and adaptable workforce will remain the most enduring competitive advantage.



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# Future-Ready Logistics: Empowering People Through Technology

India's logistics and transportation sector is experiencing a period of rapid transformation, largely driven by government initiatives such as PM Gati Shakti and the explosive growth of e-commerce. Companies like Amazon, Flipkart, Zepto, and Zomato have not only redefined consumer convenience but also opened up new avenues for professionals within the industry. By offering packages and opportunities to transportation specialists, these companies have made logistics an attractive and viable career choice, especially for young professionals who see in it both financial rewards and promising career growth. The sector today offers roles that go far beyond traditional operations, spanning supply chain management, technology integration, data analysis, and more. This diversity makes logistics a dynamic career option, particularly appealing to those looking for a field that blends innovation with opportunity.

Importantly, the inclusive nature of the industry is creating space for women to thrive as well. With increasing recognition of the need for a diverse workforce, industry associations such as the Air Cargo Forum India (ACFI), the Federation of Freight Forwarders' Associations in India (FFFAI), and the Air Cargo Agents Association of India (ACAAI) have begun offering extensive training programs. These include both online and offline learning opportunities designed and delivered by seasoned industry experts. Through such initiatives,

women and other aspiring professionals gain access to critical upskilling opportunities. Moreover, the rise of e-learning platforms has democratized access to specialised knowledge, ensuring that more people, regardless of location, can pursue industry-specific education. Training providers have also started offering customised, bite-sized programs that use real-world case studies, making it easier for participants to understand practical scenarios.

The adoption of emerging technologies has also revolutionised the training process. Augmented reality (AR) and virtual reality (VR) simulations are now being used to provide hands-on learning in safe and controlled environments. These tools replicate real-life logistics challenges, enabling professionals to gain practical exposure without the risks associated with live operations. In addition to technical expertise, there is also a growing focus on the development of soft and behavioural skills. Programs designed to enhance communication, problem-solving, leadership, and teamwork are becoming just as vital as technical training, since they help prepare individuals for managerial and decision-making roles.

The perception of logistics as a blue-collar, back-end industry is gradually giving way to a new reality. Careers now extend well beyond traditional transport and warehousing functions. Opportunities have emerged in data analytics, pharmaceutical supply



**Abhishek Gupta**  
General Secretary, AITWA

chains, cold chain management, sales, finance, and even creative fields such as branding, social media management, and learning and development. Women, in particular, are finding more promising roles as managers, team leaders, strategists, and specialists across these areas. What attracts young professionals is not merely the starting compensation but also the potential for long-term growth, leadership opportunities, travel, and the ability to influence strategic decision-making within organisations.

Recognising these changes, logistics companies are strategically investing in employee training. Many have developed specialised programs focused on supply chain management, inventory control, and transportation systems. These can be offered internally or through partnerships with professional training organisations. Increasingly, firms are also equipping their employees with the skills to handle advanced logistics software, warehouse management systems, and transportation management platforms.

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Such training is often tied to industry-recognised certifications, including those for supply chain professionals and production and inventory management specialists. These certifications not only give employees credibility but also enhance their prospects for career advancement.

At the same time, on-the-job training remains a cornerstone of workforce development. Employees gain invaluable experience by working directly with logistics operations, while cross-training initiatives expose them to multiple areas of the supply chain. For instance, a warehouse employee may also learn inventory control or transportation operations, while a transport worker may be introduced to warehouse management practices. This versatility makes the workforce more adaptable and resilient in a sector that is constantly evolving.

The importance of continuous learning cannot be overstated in a market where technology and practices change rapidly. Companies are cultivating a culture where employees are encouraged to pursue regular upskilling through workshops, seminars, and industry conferences. Mentorship programs are increasingly

used to pair experienced professionals with newcomers, ensuring the transfer of institutional knowledge. Customised training is also gaining ground, with programs tailored to suit specific job roles such as warehouse managers, analysts, or planners. To target skill gaps more effectively, regular assessments help identify areas where employees need additional training.

Partnerships with educational institutions are another promising trend, as universities and vocational schools design courses aligned with industry needs. Meanwhile, the use of e-learning platforms and gamification has made training more engaging and interactive, particularly for technical skills and software proficiency. Incentives, including promotions or salary hikes, are being offered to employees who acquire advanced certifications, further motivating continuous improvement. Feedback from employees also plays a key role in shaping these initiatives, ensuring that training programs remain relevant and effective.

The industry has widely acknowledged that regular, structured training is essential to keep pace with technological advances. These

programs must address not only technical skills but also soft skills and sector-specific knowledge. Many companies now rely on mobile apps and e-learning modules that allow employees to learn at their own convenience. Financial incentives, study leave, and rewards for certification have become common, while career tracks in areas such as supply chain analytics, warehouse management, and international trade are helping employees build expertise in specialised domains. Collaborations with technology providers further ensure that employees remain proficient in the latest tools and platforms.

As logistics becomes increasingly digitalised, specialised training in cutting-edge technologies such as artificial intelligence, machine learning, and blockchain is becoming essential. These technologies are already reshaping supply chains by enabling predictive analytics, real-time tracking, and greater transparency. Companies that prioritise employee training in these areas will not only prepare their workforce for the future but also strengthen their own position in a rapidly changing industry.

Ultimately, India's logistics and transportation sector has emerged as a vibrant hub of opportunity, attracting youth and women alike with its diversity of roles, growth prospects, and global relevance. However, sustaining this momentum will depend heavily on the industry's ability to foster continuous learning, embrace inclusivity, and adapt to digital transformation. By doing so, logistics will not only overcome outdated perceptions but also establish itself as a sector of choice for professionals seeking innovation, growth, and long-term impact.



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# A Future-Ready Transportation and Logistics Workforce



**I**n August 2025, the global logistics industry stands at a pivotal crossroads. On one hand, demand for transportation, warehousing, and last-mile delivery has never been higher, driven by e-commerce, manufacturing growth, and global trade. On the other hand, companies face an increasingly urgent workforce crisis. From HGV drivers to warehouse operatives, planners, and supply chain managers, skilled talent is in short supply, threatening to slow the momentum of this critical sector.

India's transportation and logistics sector illustrates this paradox well. The industry currently employs about **22 million people**, yet only **4.7% of this workforce is formally skilled**. At the same time, the sector faces a 20% shortage of truck drivers, with an estimated **80,000 new drivers**

urgently needed. This shortage is unfolding in a nation that boasts the world's largest youth population—nearly 66% of Indians are under the age of 35. Clearly, the challenge is not the availability of people, but the lack of appropriate skills to meet the demands of a fast-changing industry.

For decades, India's young demographic has been celebrated as a cornerstone of its growth story. However, the mismatch between available talent and required skills has created an obstacle to efficiency, productivity, and the sector's ability to support India's ambitious economic goals. The skill gap has forced logistics companies and policymakers to rethink their strategies and reimagine how the future workforce should be developed.

**Beyond Numbers: Changing**

## Workforce Expectations

Labour shortages are not merely temporary hiccups. They stem from deeper, structural issues: long-term demographic shifts, an ageing global workforce, and evolving aspirations of younger job seekers. Unlike earlier generations, today's workforce does not view logistics roles as static or purely transactional. Young professionals want more than pay—they seek **career progression, flexibility, exposure to technology, and meaningful work** that aligns with larger narratives of sustainability and innovation.

To respond, logistics companies are reshaping their people strategies. Investment is flowing not just into automation and digital systems, but also into **reskilling, upskilling, and creating attractive career pathways**. The industry is slowly shifting away

from the stereotype of being a labour-intensive sector toward becoming a technology-driven, future-ready career ecosystem.

### **Building Talent Pipelines: Training and Apprenticeships**

Many companies are turning to **training programmes, apprenticeships, and certification courses** to cultivate talent from within. Apprenticeship schemes have become particularly important in attracting young people, mid-career professionals seeking change, and underrepresented groups, including women.

These programmes combine hands-on experience with structured classroom learning, preparing individuals for roles across the value chain—warehouse operations, transport planning, fleet management, and even leadership positions. Successful global examples show that apprenticeships not only fill immediate workforce gaps but also instil loyalty, reduce attrition, and foster innovation.

India's logistics industry is beginning to replicate this model. Collaborations with universities, skill councils, and technology institutes are emerging, designed to equip students with the competencies needed for a dynamic and evolving sector.

### **The Skill Gap and Its Economic Implications**

The urgency of addressing this issue becomes clear when viewed through the lens of India's economic aspirations. The **National Logistics Policy (NLP)** aims to reduce the logistics sector's contribution to GDP from the current 13–14% to a globally competitive **8%**, lowering transportation costs and improving efficiency. Achieving this target requires a highly trained workforce.

Furthermore, flagship initiatives such

as the **India-Middle East-Europe Economic Corridor (IMEC)** demand a reliable and skilled logistics ecosystem. Without it, India risks losing out on opportunities to cement its position as a global trade and supply chain hub.

Technology adds another dimension to the challenge. The rapid adoption of **artificial intelligence (AI), machine learning (ML), blockchain, and IoT-based systems** is transforming logistics operations. While these innovations promise efficiency, they

***Technology adds another dimension to the challenge. The rapid adoption of artificial intelligence (AI), machine learning (ML), blockchain, and IoT-based systems is transforming logistics operations. While these innovations promise efficiency, they also raise the bar for workforce capabilities***

also raise the bar for workforce capabilities. Unless India invests in equipping its logistics professionals with digital literacy and advanced technical skills, the sector could lag in innovation and productivity.

### **Evolving Skill Requirements**

Logistics today is no longer about moving goods from point A to B. It is an integrated, technology-enabled process that demands diverse skill sets. Professionals must now master:

- **Digital tools:** transportation

management systems, warehouse automation platforms, predictive analytics, and inventory optimisation software.

- **Regulatory knowledge:** navigating taxation systems such as GST and TDS, compliance with safety and environmental regulations, and understanding cross-border trade policies.

- **Soft skills:** communication, negotiation, conflict resolution, and customer relationship management—essential in a sector that relies heavily on coordination among multiple stakeholders.

- **Green skills:** as sustainability becomes non-negotiable, knowledge of green logistics practices, fuel-efficient operations, and carbon reporting is increasingly valuable.

Meeting this wide-ranging skill demand requires **collaborative, large-scale interventions** involving industry leaders, academia, and government institutions.

### **Strengthening Academia-Industry Partnerships**

One of the most promising solutions lies in closer **collaboration between academia and industry**. Logistics companies possess first-hand knowledge of sectoral needs, while universities and training institutes provide structured learning environments. By designing curricula together, they can ensure students graduate with **job-ready skills** rather than outdated theory.

The **Logistics Sector Skill Council (LSSC)**, under the National Skill Development Corporation, has already made progress in this area, offering specialised training for roles like warehouse supervisors, supply chain managers, and drivers. Expanding these programmes to include cutting-edge areas such as AI-driven logistics, sustainability, and

data analytics will future-proof the sector's workforce.

Financial support mechanisms are equally critical. Loan schemes, scholarships, and stipends can make logistics careers more attractive to young Indians. The **revised Model Skill Loan Scheme**, if expanded, could encourage students to pursue skilling opportunities without being held back by financial barriers.

### Collective Responsibility for Transformation

Upgrading India's logistics workforce is not the responsibility of one stakeholder alone. It demands a **trifecta of collaboration**:

- **Industry** must identify current and emerging skill gaps, invest in continuous training, and provide apprenticeships and internships.
- **Academia** must revise programmes, introduce experiential learning, and adopt flexible, modular training formats.
- **The government** must create enabling policies, incentivise skilling initiatives, and provide financial support to learners.

If these stakeholders work together, the logistics industry can be transformed into a more **dynamic, efficient, and competitive sector**. The benefits will ripple across the



economy: lower costs, better service quality, greater global competitiveness, and millions of empowered workers.

### Conclusion: Unlocking India's Demographic Dividend

Addressing the skill gap in India's logistics industry is more than a necessity—it is a golden opportunity. By investing in **education, training, and structured collaboration**, India can convert its demographic advantage into a workforce capable of

powering not just supply chains, but the nation's economic future.

A future-ready logistics workforce will enable India to reduce costs, achieve its policy goals, strengthen its role in global trade, and improve the lives of millions. The time to act is now. With vision, planning, and commitment, the sector can move from being constrained by shortages to thriving as a model of **people-powered, technology-enabled growth**.

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*Brahma Kumaris*

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# E-Fast India Summit Accelerates Zero-Emission Trucking: Paving the Way for India's Sustainable Freight Future

India's freight sector is at the threshold of a transformative journey. The recently concluded E-Fast India Summit brought together policymakers, industry leaders, and logistics providers with a shared mission: to accelerate the adoption of zero-emission trucks (ZETs). While the path ahead is complex, the mood was one of optimism and determination. Strong policy support, new financing models, emerging business innovations, and ground-level learnings are steadily laying the foundation for a logistics ecosystem that is cleaner, more competitive, and globally influential.

Among the voices that stood out at the summit was that of **Shri Ashok Goyal, President of the All India Transporters' Welfare Association (AITWA)**. As a veteran of the logistics sector and a traditional logistics service provider (LSP), Goyal brought in a crucial perspective—that of operational realities on the ground. His candid reflections on the challenges and lessons from adopting zero-emission trucks underscored both the promise of the transition and the hurdles that must be addressed.

Sh. Goyal shared the story of BLR Logistics, which purchased its first electric truck only a year ago. He admitted that at the time, he was “not very keen” on experimenting with electric vehicles. But the experience has changed his outlook. Within a year, he realised that adoption is



moving faster than anticipated, and he now expects large-scale uptake within the next two years. “There is a great future for EV vehicles in India,” he remarked, adding that traditional LSPs are slowly coming to terms with a changing industry.

However, his enthusiasm was tempered with realism. Sh. Goyal described in detail the operational challenges of running a ZET on the Mumbai-Pune corridor, one of India's busiest freight routes. Initially, his



team assumed that a single charge would suffice for the journey. But the truck struggled to pull loads over the steep Pune ghat, forcing them to install three separate chargers at Chakan, Nawasha, and another midway point—at a cost equal to nearly half the price of the truck itself. The experience revealed the scale of infrastructure investment required to make ZET operations viable.

Charging time added another layer of complexity. Unlike passenger



vehicles, logistics service providers cannot always choose when to charge trucks to take advantage of lower tariffs; charging depends on the operational cycle of the vehicle. Further inefficiencies at ports, where delays in loading and unloading containers stretched turnaround times, meant BLR could not initially achieve the goal of one round trip per day. Yet, the AITWA president was quick to add that these challenges were not roadblocks but learning curves. Over time, with new charging facilities at places like Kalapur and business models such as “battery-as-a-service” emerging, solutions are gradually taking shape.

For policymakers and financiers, Sh. Ashok Goyal's requests were direct and practical. First, he pointed out that the cost of electric trucks—three to three-and-a-half times that of conventional diesel vehicles—remains the single biggest barrier. Small and medium transporters, who form the backbone of India's freight sector, cannot absorb such high capital expenditure. He urged for **toll waivers**, noting that tolls cost about ₹10 per kilometre and eliminating this expense would significantly ease operating costs. He also called for **carbon credits** to be passed on directly to logistics providers as an incentive, and emphasised the urgent need for

**accessible financing**, since most financiers are still hesitant to lend for ZETs.

Sh. Ashok Goyal's perspective injected a dose of operational pragmatism into the summit's otherwise high-level discussions. It illustrated why collaboration between government, industry, and service providers is vital. Without supportive financing, cost-reduction measures, and reliable infrastructure, even the most ambitious policy goals will struggle to translate into real-world adoption.

The broader discussions at the summit reflected this balance between optimism and realism. NITI Aayog and the Ministry of Heavy Industries (MHI) showcased how government initiatives such as the Auto PLI, ACC PLI, and truck-specific electrification schemes are creating an enabling environment. Leaders highlighted that although trucks make up only 3 per cent of India's vehicle fleet, they contribute more than 40 per cent of vehicular emissions in urban areas, making their electrification a critical climate intervention.

Pilot projects from companies such as Adani, Amazon, Ultratech, and BYD also demonstrated encouraging progress. Some electric trucks are clocking over 14,000 kilometres a month, drivers report lower fatigue levels, and industries like cement are signing long-term contracts of up to a

decade for zero-emission trucks. These examples, along with the emergence of “smart corridors” identified by NITI Aayog, point to a freight future that is beginning to look feasible and scalable.

What the summit ultimately conveyed was that India's transition to zero-emission freight will be driven not just by policies or technology but by the lived experiences of transporters like **Sh. Ashok Goyal**. His insights capture the pulse of traditional logistics providers—cautious but willing to adapt, sceptical but increasingly convinced, and above all, eager for the right kind of support to leap.

The E-Fast India Summit closed with a strong sense of purpose. The blueprint is clear: combine bold government leadership with innovative financing, ensure corridor-based infrastructure rollout, and learn continuously from early adopters. With this approach, India has the potential not only to clean up its freight sector but also to inspire other emerging economies.

As Goyal's reflections highlighted, the journey will not be easy. But with collective will, consistent policy support, and a spirit of co-creation, India is well on its way to redefining the future of logistics. And in doing so, it is setting an example for the world on how to align economic growth with environmental responsibility.

# Connect Karo 2025: Steering India's Urban Future through Decarbonised Transport and Integrated Climate Action



India's rapid urbanisation presents both immense opportunities and formidable challenges, particularly in the face of climate change. Cities are expanding at unprecedented rates, putting pressure on transport, energy, housing, and health systems. Against this backdrop, the Connect Karo 2025 conference, hosted by WRI India at the India Habitat Centre in New Delhi from September 2–3, brought together policymakers, researchers, civil society organisations, and industry leaders to debate solutions for building sustainable, resilient, and equitable cities.

## Urbanisation Through a Place-Based Lens

The event opened with a plenary on “A Place-Based Approach to Leveraging

*India's Transitional Urbanization.*” Speakers emphasised that India's cities cannot rely on one-size-fits-all models. Instead, context-sensitive strategies are essential to account for diverse geographies, governance frameworks, and community realities. As cities expand outward, longer commutes and growing travel demand highlight the urgency of multimodal integration. Simultaneously, bridging the gap between industrial and urban development, while connecting formal and informal economies, is vital for ensuring equitable and sustainable growth in a changing climate.

## Transport at the Core of Climate Action

Transport decarbonisation has emerged as a critical priority, with

Delhi at the centre of the challenge. The city's transport sector is the largest contributor to local air pollution—accounting for 51% of PM<sub>2.5</sub> and nearly 70% of NO<sub>x</sub> emissions—linked to respiratory illness in millions of children and around 12,000 premature deaths annually. With 1.55 crore registered vehicles and nearly 7 lakh added each year, outdated BS III and IV models continue to worsen pollution. Congestion hotspots like Anand Vihar, where 1.7 lakh vehicles and 40,000 pedestrians intersect daily, highlight the crisis.

Yet Delhi has also pioneered change. The city leads India with an 11.5% EV penetration rate and over 4.19 lakh registered EVs. Policy measures—from ANPR across 500

junctions to targets for 40% fleet electrification, 11,000 e-buses, and the 2023 Aggregator Scheme—have catalysed progress. The pedestrianisation of Chandni Chowk, with a 68% air-quality gain, underscores what bold action can achieve.

### **Industry Perspectives: Balancing Ambition with Viability**

During a session on “*Realizing Ambition: Pathways for Reducing Transport Emissions in Delhi*,” **Sh. Pradeep Singal, Chairman of the All India Truckers Welfare Association (AITWA)**, presented the industry's viewpoint. He reaffirmed that India's road transport sector supports cleaner fuels and reduced emissions, citing its participation in government and OEM initiatives such as FAME, adoption of CNG and LNG, electric vehicles, and BS6 standards.

However, he noted that commercial viability remains central to decision-making. With truckers operating on thin margins of just 4–6%, constant shifts in technology cannot come at the expense of livelihoods. As transporters are users, not manufacturers, affordability and operational feasibility determine vehicle purchases. Road transport already competes with rail freight corridors, inland waterways, and coastal shipping, and added financial burdens risk destabilising the sector.

On the adoption of zero-emission vehicles, Sh. Pradeep Singal outlined key obstacles: the high total cost of ownership (two to three times higher than diesel trucks), ecosystem gaps in charging and maintenance, risks of technology obsolescence before loans are repaid, interoperability issues among OEMs, and the lack of prerequisite infrastructure. He stressed that if e-trucks became commercially viable, the industry would willingly adopt them.

The AITWA chairman also raised concerns about the framing of EVs as a

zero-emission solution. Without life-cycle assessments, he argued, India risks shifting pollution upstream to coal-based power plants. He cautioned against short-term fixes designed to project global leadership while ignoring long-term systemic challenges.

Highlighting the role of AITWA, he pointed to pilot projects with e-trucks, collaboration with OEMs and government to establish standards, investment in platforms to reduce empty runs, and training programs for drivers. He acknowledged that stringent regulations, such as Delhi's CNG mandate or the Supreme Court's decision to phase out 10-year-old trucks, can accelerate change—but stressed that enduring success requires commercial viability and regulatory stability.

### **Challenges in Implementation**

Speakers across sessions identified deeper systemic gaps. The **knowledge-action divide** continues to hamper progress, with research findings failing to translate effectively into policy or public awareness. Programs such as Pollution Under Control (PUC) testing remain limited, often neglecting key pollutants like NO<sub>x</sub> or CO<sub>2</sub>. Meanwhile, India's rapid leap in emission standards has outpaced the availability of skilled technicians, meaning vehicles may underperform in real-world conditions.

### **The “Avoid–Shift–Improve” Pathway**

To overcome these challenges, the conference underscored the Avoid–Shift–Improve framework:

- **Avoid:** Rationalise freight movement, implement emissions-based regulations, and reduce unnecessary travel.
- **Shift:** Invest in reliable, high-quality public transport, alongside congestion management and premium transit services.

- **Improve:** Accelerate EV adoption, strengthen charging infrastructure, and promote pedestrian- and cycle-friendly zones.

Technology solutions, such as real-time emissions monitoring using vehicle data and reforming the PUC program to include all pollutants, were seen as critical enablers. Equally important are incentives for efficient operations, from benchmarking fleet performance to reducing “dead miles” through route optimisation.

### **Beyond Transport: A Broader Sustainability Agenda**

Connect Karo 2025 highlighted that urban transformation extends beyond mobility. Initiatives like the CI-ENERGY Alliance by WRI India and CII aim to direct investments into clean energy transitions in commercial and industrial sectors. Sessions addressed circular waste management, zero-waste burning, and sustainable cooling, with India's cooling sector alone offering a \$1.6 trillion investment opportunity by 2040. Inclusive urban planning focused on empowering adolescents and enabling MSMEs to drive green resilience. The escalating heat crisis emphasized the need for climate adaptation, while workforce skilling emerged as critical to ensuring India's demographic dividend powers a sustainable, green urban transition.

### **Lessons and the Road Ahead**

International examples show transformative change is possible: Beijing cut PM<sub>2.5</sub> by 70% in a decade, and Mexico City reduced PM<sub>10</sub> by 67% through emissions control and transit improvements. Delhi's Chandni Chowk success reinforces this. Connect Karo 2025 emphasized that strong political will, clear messaging, and alignment across policy, industry, and civil society are essential to achieve tangible outcomes in emissions reduction, public health, and sustainable urban development.

# FICCI Road Safety Awards & Symposium 2025, New Delhi

**T**he Federation of Indian Chambers of Commerce & Industry (FICCI) hosted the 7th edition of the Road Safety Awards & Symposium on September 4, 2025, in New Delhi under the theme “Vision Zero: Life First, Always.” The conclave served as a crucial platform, bringing together government representatives, corporates, the automotive industry, NGOs, schools, and youth leaders to deliberate on the urgent road safety crisis in India and shape strategies for safer, smarter mobility.

Road safety remains one of India's most pressing public concerns. The country records more than 1.7 lakh deaths every year due to road accidents. In 2023 alone, India witnessed nearly 4.8 lakh accidents, resulting in over 1.72 lakh fatalities—a 2.6% increase in deaths from the previous year. Put simply, about 20 lives are lost every hour on Indian roads. As a signatory to the UN **Decade of Action for Road Safety (2021–2030)**, India has pledged to halve these fatalities by 2030, making road safety not just a health concern but a developmental and economic priority.

**Presence of AITWA's Leadership**  
**Shri Ashok Goyal, President of the All India Transporters' Welfare Association (AITWA)**, was present at the event. His participation highlighted the role of logistics players in advancing safe practices and adopting technologies that reduce road risks. His presence also reflected how road safety is not confined to regulation or enforcement but is deeply connected to the country's



freight and logistics backbone.

## Symposium Highlights: Technology, Infrastructure, and Behaviour

The symposium featured intensive discussions across multiple sessions. The opening session, “*Grip on Speed—Critical Role of Tires in Road Safety*,” highlighted how tyre misuse and poor maintenance—not tyre quality—often lead to accidents. Despite tyres frequently being blamed, less than 1% of accidents stem directly from tyre faults. The real challenge lies in the fact that **65% of vehicle owners do not maintain the correct air pressure**. Panellists called for stricter enforcement under Section 190 of the Motor Vehicle Act and wider adoption of **Tire Pressure Monitoring Systems (TPMS)** to prevent avoidable mishaps.

The first industry dialogue, “*Safer Roads through AI and Innovation Powering Mobility Infrastructure and*

*Logistics*,” explored the potential of AI, IoT, and intelligent traffic management systems. Experts discussed how technology can move beyond passive monitoring to actively influence driver behaviour, predict accident patterns, and redesign roads with human limitations in mind. As **Dr. Geetam Tiwari** pointed out, even a **1% change in vehicle speed can result in a 4% change in fatalities**, underscoring the importance of speed regulation in saving lives.

The second dialogue, “*Role of Corporations and Establishments in Road Safety*,” focused on corporate responsibility. Companies like Indian Oil demonstrated how Vehicle Tracking Systems (VTS) are being used to monitor drivers transporting hazardous goods, while Adani Cement shared its journey to achieving zero annual fatalities in six years. Panellists stressed that corporate leadership, when aligned with Vision Zero

principles, can set benchmarks for the rest of the ecosystem.

Adding vibrancy to the sessions, students from Balbharati School performed a **Nukkad Natak (street play)**, conveying road safety messages in a simple, relatable format. A road safety quiz further engaged participants. Parallel sessions addressed themes such as the *Safe System Approach to Truck Accidents and the role of NGOs* as community champions for safer roads.

### Government Priorities and Policy Directions

In his keynote address, **Shri Nitin Gadkari, Minister of Road Transport and Highways**, drew attention to the demographic impact of road crashes. An alarming **66.4% of road accident deaths occur in the 18–45 age group**, striking directly at India's working population. Gadkari called for systemic changes, including:

- Stricter automobile engineering standards, aligned with the ENCAP rating system.
- Mandatory air-conditioning in truck cabins to reduce driver fatigue.
- Installation of fatigue and slip detection devices, alongside driver drowsiness detection systems.
- Strengthening emergency care systems, given that nearly **30% of road deaths result from delays during the golden hour**.

Two major publications were launched during the inaugural session: **“Towards Safer Roads: Reimagining India's Road Safety Landscape,”** prepared in partnership with Crisil, and a **compendium on leading best practices in road safety in India 2025**. These resources provide actionable recommendations



and highlight success stories that can be scaled nationwide.

### Recognising Leadership: FICCI Road Safety Awards 2025

The awards segment honoured organisations that have demonstrated measurable, scalable impact in promoting road safety. The focus was on innovation, replicability, and long-term commitment.

#### Award Categories and Winners:

- 1. Excellence in Engineering** – Savvitar Services Pvt. Ltd. for integrated hardware and software solutions for the Indian automotive sector.
- 2. Excellence in Enforcement** – Maruti Suzuki India Ltd. for automated driving test tracks and their Institute of Driving and Traffic Research.

**3. Excellence in Education (Awareness)** – Ashok Leyland Ltd. for comprehensive driver training and awareness programs.

**4. Excellence in Emergency Care** – Maruti Suzuki India Ltd. for its first responder training and support program.

**5. Excellence in Establishment** – No award was declared due to the lack of impactful initiatives in this category.

The winners, felicitated by dignitaries, showcased how corporate and industry leadership can complement government efforts. Their contributions, ranging from advanced driver training to emergency care innovations, underscored the importance of public–private partnerships in meeting national safety targets.

#### Towards a Safer Road Future

The **7th edition of the FICCI Road Safety Awards & Symposium** concluded with a strong call to action: innovate, educate, and collaborate. It reinforced the message that road safety is not the responsibility of a single sector but a collective mission spanning government, industry, civil society, and individuals.

By integrating smart mobility technologies, investing in safer infrastructure, and driving behavioural change, India can drastically cut its road fatalities. As India works toward its commitment of halving road deaths by 2030, the vision of “Zero: Life First, Always” is no longer an aspirational slogan—it is an urgent imperative. The FICCI symposium demonstrated that with collaboration, innovation, and strong leadership, a safer road future for all Indians is not just possible but within reach.

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*“The value of an idea lies in the using of it.” —Thomas Edison, co-founder of General Electric*

# Government Plans A Three-Pronged Scheme To Phase Out 2 Lakh Non-BS6 Trucks In Delhi-NCR



**T**he Indian government is preparing for a comprehensive three-pronged scheme to phase out approximately 2 lakh trucks registered in the Delhi-NCR that do not meet BS-6 emission standards and convert about 20,000 diesel buses, both public and private, into CNG vehicles over the course of the next five years as part of a major effort to reduce vehicular pollution in the national capital region. Read more.

Centre is considering many measures, such as offering truck owners in Delhi and the entire National Capital Region (NCR) interest subsidies and financial support to help them replace their outdated vehicles with BS6 trucks. According to sources, discussions have begun to focus on the right mix of incentives for private owners because this is a complex matter, but the

program would require a larger package.

The estimated Rs 2,500 crore may be needed to convert about 20,000 diesel buses in NCR to CNG vehicles. Since the cost of bus conversion is known, the plan's details may be rapidly determined. As per the sources, this will ensure that all buses operating in the NCR utilise cleaner fuel. The implementation term for the change will be 5 years because these two actions, which include all the targeted owners of buses and trucks, require some time.

Imposition of some sort of detrimental charges on non-BS 6 trucks and diesel buses entering the NCR boundaries is the third planned intervention. The three techniques are expected to significantly reduce traffic pollution, and the agenda is being advanced by increasing the usage of electric trucks,

buses, and other vehicles. About 2.2 crore of the 3.3 crore registered vehicles in Delhi-NCR have valid registration and fitness certifications, according to government data.

A little more than 3 lakh of the approximately 7 lakh medium and heavy commercial vehicles (MHCVs) registered in Delhi and NCR have valid registration and fitness certifications, the government revealed in a recent presentation to a parliamentary panel, reported TrucksDekho.com. MHCVs are responsible for around 40% of all vehicle emissions. All transport and commercial vehicles that do not meet BS6, CNG, LNG, or EV requirements are prohibited from entering Delhi, unless they are registered in NCR, according to a notification issued by the Commission for Air Quality Management (CAQM).

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*"Always deliver more than expected." —Larry Page, co-founder of Google*

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# Ashok Leyland Aims To Reduce Import Dependency To Enhance EV Ecosystem In India



**D**omestic production of battery aggregates is crucial to the development and sustainability of the electric vehicle business. Ashok Leyland understands this crucial EV strategy. Hence, the business is focused on indigenising battery development, a component that accounts for 40-50 percent of an electric vehicle's cost. With this strategy, the entity aims to avoid risks linked to the dependence on imports and rapidly changing supply chain markets worldwide.

To attain this EV strategy, Ashok Leyland has signed an extensive partnership agreement with CALB Group to develop and manufacture lithium iron phosphate (LFP) batteries in India. This entity, established in China, has prowess in the development and production of advanced battery solutions. However,

Ashok Leyland is committed to starting with battery pack assembly before scaling up to cell manufacturing and other key advanced aggregates.

Ashok Leyland is gaining market traction in terms of business sales across the country, featuring advanced electric trucks designed for heavy-duty operations. Their electric vehicles featuring regenerative braking systems ensure safety and efficient operations; it is useful across a variety of applications, complemented by an advanced battery and electric motor.

Some of the applications the electric trucks are used for include the transportation of market loads, cement, and fast-moving consumer goods, among other use cases. Reports state that customers like Adani are in talks with Ashok Leyland for as many

as 2,000 electric trucks ideal for heavy-duty applications like mining, port, and cement transportation use cases

As per Shenu Agarwal, CEO and MD, Ashok Leyland, the electric vehicle's penetration in the ICE-dominated market is below 1 percent. But Agarwal points out that large fleet orders in the aforementioned applications will accelerate adoption rates and growth of the industry. He pointed out that adoption rates are not driven by equal upfront costs, but 50-60 percent cost savings enabled by an advanced and efficient electric truck fleet.

According to the company, investing heavily for the next 10 years is deemed not an effective manner for gaining market dominance, reported TrucksDekho.com. Technologies are rapidly shaping and changing. So, a step-by-step approach, identifying key areas of development, and changing with the market trends is the ideal strategy for now.

Additionally, Agarwal pointed out that the commercialisation of LNG and hydrogen-propelled trucks in the near future, 2-3 years, is the next big leap for the company. These technologies will go hand-in-hand with the electrification strategies. Furthermore, the company is in talks for EV and alternative fuel strategy internationally with GCC, Africa, SAARC and ASEAN markets. In these markets, adoption is expected to be faster than in Europe and the UK.

Ashok Leyland is focused on accelerating localisation of battery and aggregate development as well as manufacturing, to avoid risks that can arise from external factors, affected by volatile global supply chains. Additionally, the aim is to reduce production costs and costs associated with their products through indigenous development and manufacturing.

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# Blue Energy Motors Secures \$50M Funding to Boost Green Trucking in India

**B**lue Energy Motors (BEM), India's premier maker of LNG and electric heavy-duty trucks, announced that it has acquired further finance, increasing its total capital raised to \$50 million.

Essar and FPT (Iveco Group) support the company's goal for green transportation as strategic investors and technological partners.

"In the latest funding round, Blue Energy Motors raised an additional USD 30 million from Nikhil Kamath and Omnitex Industries," according to the company's statement.

BEM presently manufactures 10,000 trucks per year. The additional capital will help unlock this capacity, accelerate production, increase the development of liquefied natural gas (LNG) and electric vehicle (EV) heavy-duty trucks, and scale the company's green mobility presence across India.

"The company is at the forefront of decarbonising India's transportation sector, which contributes nearly 15 per cent of the country's total carbon emissions," says the press release.

As India's largest maker of LNG trucks, the business has sold around 1,000 vehicles that are in service with major Fortune 500 companies. These vehicles have cumulatively traveled more than 60 million kilometers, lowering carbon emissions by almost 15,000 tonnes (CO<sub>2</sub>) to date.

Anirudh Bhuwalka, founder and managing director of Blue Energy Motors, commented on the capital raising, saying, "The new funding enables Blue Energy Motors to expedite India's transition to clean,



sustainable freight transportation. By utilizing both LNG and electric truck technology, we are ready to lead India's journey toward sustainable, zero-emission freight. Our commitment to creating scalable, economically viable solutions puts us at the vanguard of the green mobility revolution, paving the way for long-term value generation for our investors."

Nikhil Kamath, an investor and entrepreneur, stated, "The future of logistics in India will be built on clean, scalable technology." The true opportunity is in technologies that don't just pursue disruption, but deliver it quietly, efficiently, and at scale. Blue Energy has performed admirably in this regard."

Anshuman Ruia, Director at Essar, stated, "As investors in Blue Energy Motors, Essar remains deeply committed to advancing India's transformation to green mobility. Our continuing investment demonstrates our belief in Blue Energy Motors and its innovative strategy to

decarbonising heavy-duty transportation. This perfectly aligns with Essar's overall objective of pushing sustainable business solutions across sectors," reported TrucksDekho.com.

According to the statement, as India transitions to a cleaner and more energy-efficient future, Blue Energy Motors is well-positioned to lead the freight transportation sector.

Blue Energy Motors' latest funding boost signals a strong push toward green mobility in India's logistics sector. With robust backing from investors like Nikhil Kamath, Omnitex Industries, Essar, and FPT, BEM is set to expand its LNG and EV truck operations at scale. By unlocking its 10,000-truck annual capacity and furthering technological innovation, the company is positioning itself as a frontrunner in India's transition to sustainable freight solutions. This funding not only accelerates BEM's growth but also contributes significantly to reducing carbon emissions from heavy-duty transportation.

# Road Transport and Auto Sector Get a Big Push Through GST Rationalisation

**T**he GST Council, chaired by the Union Finance & Corporate Affairs Minister, approved a major rationalisation of GST rates for the road transport and automobile sector in its 56th meeting, providing tax relief for two-wheelers, cars, tractors, buses, commercial vehicles, and auto components.

This reform is poised to make vehicles more affordable, enhance logistics efficiency, and stimulate demand in both urban and rural markets. It will also strengthen MSMEs in the auto-component supply chain, create employment, and promote cleaner, more efficient mobility. By simplifying and stabilising the tax framework, the move boosts manufacturing competitiveness, supports farmers and transport operators, and reinforces national initiatives such as Make in India and PM Gati Shakti.

**Driving Growth in the Automobile Sector**

The recent reduction in GST rates across categories of vehicles and auto components is a transformative step that will benefit manufacturers, ancillary industries, MSMEs, farmers, transport operators, and millions of workers in both the formal and informal sectors.

**Key impacts:**

- Lower prices for two-wheelers, small cars, tractors, buses, and trucks.
- Higher demand leading to job creation in manufacturing, sales, logistics, and services.
- Expansion of credit-driven vehicle purchases through NBFCs, banks, and fintechs.
- Stronger Make in India push, improved competitiveness, and cleaner mobility.

## Sector-Wise GST Rate Changes

| Vehicle Category                    | Previous GST Rate | New GST Rate  | Key Benefits                                                                   |
|-------------------------------------|-------------------|---------------|--------------------------------------------------------------------------------|
| <b>Two-Wheelers (&lt;350 cc)</b>    | 28%               | 18%           | Affordable mobility for youth, rural households, gig workers.                  |
| <b>Small Cars</b>                   | 28%               | 18%           | Encourages first-time buyers, boosts sales in smaller towns.                   |
| <b>Large Cars</b>                   | 28%+ Cess         | 40% (Flat)    | Simpler taxation, full ITC eligibility, affordability for aspirational buyers. |
| <b>Tractors (&lt;1800 cc)</b>       | 12%               | 5%            | Strengthens India's global tractor hub status, boosts farm mechanisation       |
| <b>Buses (10+ seater)</b>           | 28%               | 18%           | Affordable public transport, supports fleet expansion.                         |
| <b>Commercial Goods Vehicles</b>    | 28%               | 18%           | Lower freight cost, reduced inflationary pressures, stronger supply chain.     |
| <b>Auto Components</b>              | 28%               | 18%           | Stimulates ancillary MSMEs, boosts domestic manufacturing.                     |
| <b>Insurance for Goods Carriage</b> | 12%               | 5% (with ITC) | Supports logistics, reduces operating costs for transporters.                  |

## Benefits Across the Ecosystem

### 1. Employment & MSMEs

- Over 3.5 crore jobs in auto and allied sectors were supported.
- Multiplier effect on small businesses in tyres, batteries, glass, steel, plastics, and electronics.
- More opportunities for drivers, mechanics, gig workers, and service providers.

### 2. Cleaner and Safer Mobility

- Incentivises replacement of old, polluting vehicles with fuel-efficient models.
- Promotes adoption of buses and public transport, reducing congestion and emissions.

### 3. Boost to Logistics & Exports

- Reduced freight rates strengthen agriculture, FMCG, e-commerce, and industrial supply chains.
- Improves India's export competitiveness under PM Gati Shakti and the National Logistics Policy.

The GST rationalisation represents a key milestone in India's drive toward affordable, efficient, and sustainable mobility. By lowering the tax burden on vehicles and auto components, the reform benefits consumers, strengthens the auto ecosystem, supports MSMEs, and boosts employment across both urban and rural India.

Effective 22nd September 2025, these reforms reaffirm India's commitment to a simpler, fairer, and growth-oriented GST framework, ensuring ease of living for citizens and ease of doing business for enterprises.

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nation with a motto of equality and  
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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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# Roadmap for Sustainable, Affordable and Safe Mobility to Achieve Viksit Bharat 2047

Nitin Gadkari, Hon'ble Union Minister of Road Transport & Highways, outlined the Government's vision for sustainable transportation, stating, "As world's 3rd largest automobile industry, India needs to focus on providing comfortable public transportation. We will maintain global alignment on BS7 and CAFE norms to address air pollution issues. In addition, moving to bio fuels helps in reducing India's crude imports and enhances farmer incomes. More than 3 lakh vehicles have been scrapped following the implementation of the scrappage policy, benefiting industry, government, and environment."

Gadkari Ji was addressing the 65th Annual Convention of the Society of Indian Automobile Manufacturers (SIAM), where industry leaders and policymakers discussed the critical role of sustainable mobility in achieving Viksit Bharat by 2047.

He further stated, "Logistic cost will



come down to single digit by year end. Road safety remains crucial. Therefore, public campaigns and NGO engagement is essential to improve human behaviour to prevent

accidents. For those aiding road accident victims, Rs. 25,000 will be awarded to 'Rah-Veers' in addition to providing insurance up to 1.5 Lacs to accident victims."

— X —



*When you burn with the fire of anger,  
smoke gets into your eyes.*

*Brahma Kumaris*

# India Targets No. 1 Position in Global Automobile Manufacturing

Union Minister for Road Transport and Highways, Nitin Gadkari unveiled an ambitious roadmap to position India as the world's leading hub for automobile manufacturing, green mobility, and infrastructure innovation at the International Value Summit 2025, held in New Delhi.

India has now surpassed Japan to become the third-largest automobile market globally, and the government is targeting the No. 1 position within the next five years. "All major global automobile brands are now present in India. Their focus has shifted from merely assembling to exporting vehicles from India to the world," said Gadkari. He further emphasized that India's two-wheeler sector alone exports over 50% of its production, showcasing the country's growing global footprint.

On clean mobility, the Minister highlighted India's leadership in electric vehicles, hydrogen fuel, and alternative fuels. "We have already launched hydrogen trucks, and pilot projects are underway across ten routes. Our aim is to lead the world in green mobility," he stated. With support from companies such as Tata Motors, Ashok Leyland, Reliance, and Indian Oil, the government has provided ₹600 crore in grants to fast-track hydrogen infrastructure. He also noted advancements in new fuel options like isobutanol and bio-bitumen, which are currently under active trials.

India's road infrastructure has also seen transformative progress. "India now has the second-largest road network in the world. We've brought travel times down drastically—Panipat to Delhi Airport



now takes just 35 minutes instead of three hours," he remarked. Key projects such as the Chennai-Bengaluru expressway and the ₹23,000 crore Bengaluru Ring Road are set to redefine connectivity and ease urban congestion.

Sustainability remained a central theme of the address. "We are converting waste into wealth. Over 80 lakh tonnes of waste from Ghazipur landfill have been used in road construction. We've reduced the height of the mountain by seven metres already," said the Minister. He pointed to successful trials of bio-

bitumen made from rice straw, which has shown better performance than petroleum-based bitumen and helps reduce stubble burning.

Gadkari Ji also called for global partnerships in key innovation areas including precast road construction, tunnel engineering, hydrogen transport systems, and circular economy solutions. "We do not have a resource problem. Our roads are monetized, and our revenue is strong. What we need is your innovation, your technology, and your cooperation," he urged international delegates.

# NHAI Tightens RFP Provisions to Enhance Quality of National Highway Projects



**I**n order to improve the quality of project execution, reduce delays, and bring down the overall lifecycle cost of the National Highway projects, NHAI issued clarifications to provisions of RFP that are aimed at strengthening contractor qualification norms, enforcing compliance in project execution, and enhancing transparency in financial submissions. Stringent conditions in various clauses under the RFP will help to ensure that only technically capable and experienced contractors qualify for the implementation of National Highway projects. One of the important elements of the provision is clarification of the "Similar Work" criteria in bid qualification, which has been often misrepresented by contractors to gain eligibility for large-

scale highway projects despite having experience only in minor or peripheral works that do not reflect the complexity and scale of full-fledged highway development. NHAI has now clarified that "Similar Work" shall refer exclusively to completed highway projects that include all major components comparable to those required for the project for which the bid has been invited.

In addition to refining the qualification criteria, the clarifications to RFP also seek to address the unauthorized engagement of EPC contractors in HAM & BOT (Toll) projects and subcontractors in EPC projects. Instances have been observed where concessionaires or selected bidders have engaged contractors without the required prior approval of the Authority or exceeded

the permissible subcontracting limits. Such practices not only violate contractual norms but also pose risks to quality assurance, project timelines, and regulatory oversight. Any unauthorized sub-contracting and subcontracting beyond permissible limits will be classified as "Undesirable Practice," thereby attracting penalties on par with fraudulent practices. This move will help to reinforce discipline in contract execution and safeguarding the integrity of the implementation process.

Another major component of the reform involves prohibiting the submission of "Bid and Performance Securities" that are sourced from third parties. It has been reported that some selected bidders have furnished financial securities issued by third parties, which undermines the principle of accountability and raises concerns regarding enforceability and bidder liability. Now, it has been clarified to disallow such third party-sourced instruments, ensuring that only securities backed by the bidder or its approved entities are accepted. The step is expected to enhance financial transparency and improve the enforceability of contractual obligations.

The above cited clarifications to RFP will help to ensure that National Highway projects are awarded to contractors with proven technical and financial competence, executed by authorized and accountable entities, and monitored with greater regulatory oversight. These measures will facilitate delivering better infrastructure quality, timely completion of projects, and optimal use of public resources—thereby contributing to the development of more efficient National Highway network.

# NHAI Imparts Training to its Road Safety Officers and Auditors to Achieve Zero Fatality Target on National Highways

**I**n line with the vision of reducing road accident fatalities, NHAI organized a day-long Road Safety training program in New Delhi for its Road Safety Officers (RSOs) from various field offices and Road Safety Auditors (RSAs) from across the country. K.N. Srivastava, (Retd.) Secretary Civil Aviation and Director India International Centre, New Delhi was the Chief Guest on the occasion. Vishal Chauhan, Member (Administration), NHAI along with other senior officials from NHAI Headquarters and field offices were also present on the occasion. The training program was conducted in association with 'Save life Foundation'.

The day-long session focused on various aspects of road safety through interactive sessions that included initial identification of safety issues causing accidents by a specially developed drone based AI&ML module- Drone Analytics Monitoring System (DAMS), Detailed Inspection Procedure of accident spots and finalization of spot specific mitigation measures leading to safe corridors, Preparation of spot specific mitigation drawings and costings, Field Execution of mitigation measures, Construction Zone safety requirements during execution of mitigation measures and developing mechanism to monitor field progress & accident status pre/post implementation.

Addressing the participants, Chief Guest K.N. Shrivastava (Retd.)

Secretary, and Director, IIC said “I would like to congratulate NHAI for transforming National Highways across the country. However, road safety is a critical aspect that requires focus, and this training session will help officers to develop and implement strategies that will enhance road safety. The issue of road safety faces challenges from different fronts that include user behavior and violations of road safety rules, which can be addressed by leveraging modern technology in strengthening road safety measures.”

In his keynote address, Vishal Chauhan, Member (Administration), NHAI said “The three critical dimensions of enhancing road safety includes engineering intervention, human behavior, and vehicle engineering. The use of technology in enhancing road safety such as Electronic Detailed Accident Database (e-DAR), has helped in blackspot identification. Deployment of Advanced Traffic Management Systems (ATMS) is improving road safety on National Highways. But we aspire to achieve the ambitious goal of 'Zero fatalities' on National Highways, for which we need greater collaboration amongst stakeholders and develop data-driven strategies. I am sure that today's training is a step in right direction to achieve our goal and make travelling on National Highways safer”

To systematically eliminate preventable road accident fatalities, the Government of India has

envisioned Zero Fatality Attainment (ZFA) approach for implementation across National Highways.

The ZFA initiative is aimed at scientifically identifying, addressing and eliminating causes of fatalities and serious injuries on National Highways through engineering interventions, enforcement coordination, emergency response improvement and community engagement. Around 1,083 High Fatality Zones (HFZ) have been identified on 77 National Highways across the country. A special road engineering mitigation measures program has been initiated by NHAI and work will be undertaken on 6,948 critical spots on the identified HFZs.

Also, a Road Safety Action Plan has been prepared based on a rigorous analysis of crash data sourced from the Electronic Detailed Accident Report (e-DAR) system for the year 2023 & 2024. It includes targeted interventions across engineering, enforcement and trauma care domains as well as short-term and long-term engineering measures that will be taken by NHAI. Respective District Administrative and police authorities will also assist in taking necessary action for enforcement and trauma care related measures.

In pursuance of the Government of India's mission of reducing road accident casualties by 50% by the end of 2030, the day long training session imparted deep understanding of various concepts related to ensuring road safety for all road users across the country.

x

*“Your most unhappy customers are your greatest source of learning.”—Bill Gates, co-founder of Microsoft*

# Top Features Of Novus Safe Pro Fleet Management Solutions



The rapid adoption of technological fleet systems is catering to fleets' operational efficiency in the complex logistics framework that aims to drive business profitability. With a touch of artificial intelligence-enabled telematics solutions, complemented by advanced driver monitoring and ADAS units, businesses are improving fleet uptime performance and safety. The Novus Safe Pro is one such exemplar of a comprehensive fleet solution for customers.

The Novus Safe Pro is a 4-camera combined solution with modularity that suits fleet management systems for efficiency and safety. Its intelligent AI-powered fleet safety system incorporates real-time video telematics, Advanced Driver Assistance Systems (ADAS), and a Driver Monitoring System (DMS) into a single solution for effective fleet management. Know about top features of the Safe Pro fleet solution to enhance your truck fleet management and fleet efficiency with

TrucksDekho.com.

**ADAS Functions:** The forward-facing camera of the Novus Safe Pro unit delivers multiple warnings based on detections; it offers Forward Collision Warning (FCW), Lane Departure Warning (LDW), Pedestrian Collision Warning (PCW), and Blind Spot Monitoring (BSM) for reducing the risk of accidents or collisions that can cause damage to life and property.

The unit also ensures dual full-HD recording of video under vehicle operation, a tamper-resistant design enabling secure video data recording. Additionally, the system comes with an Android-based Edge processor to capture real-time videos and event detection, offering smart alerts to ensure maximum fleet security.

**Driver Monitoring System (DMS):** The Novus Safe Pro also closely monitors driver behaviour under vehicle operations, considering several criteria to ensure maximum protection and safety of the vehicle and load. This includes drowsiness detection, phone use alerts, smoking and seat belt

violations, and distracted driving to ensure accountability.

**Edge-AI - Artificial Intelligence Functions:** The comprehensive solution stays relevant to contemporary fleet needs by using a high-speed, on-device AI or artificial intelligence integration for immediate detection and response, ensuring no delay and not relying solely on cloud functions. The AI system also comes with a Fleet-GPT function which assists in fleet data interpretation.

**Smart Sensor Inputs:** The Novus Safe Pro system also integrates Bluetooth-enabled sensors to monitor fuel levels, door status, and driver ID. The unit detects unauthorised presence in the cabin and allows only registered drivers to operate the vehicle. The fuel level monitoring also helps in fleet efficiency and improves overall fleet performance for profitability.

**OTA Updates And Cloud Storage:** The system from Novus secures video storage with over-the-air firmware upgradations and API-ready architecture. Equipped with an Octa-Core processor clocking 2.2 GHz, the unit offers multiple-channel operations. The system is also equipped with a Neural Processing Unit (NPU) for 1 Tera Operations Per Second AI performance. What this means is that the system is capable of seamless real-time driver behaviour analysis capacity.

Novus Hi-Tech Systems has recorded a reduction in safety hazards and improved fleet performance through efficiency in management with its technology solution. The company reiterates that a 70 percent drop in critical safety violations (distracted driving, speeding, and fatigue) has been registered with the deployment of units in fleet companies. Additionally, up to 60 percent faster incident response time via real-time alerts is recorded. Considering these data issues by the company, Novus systems are ideal fleet solutions.

# Netradyne Unveils Next-Gen AI-Powered Driver Drowsiness Detection Systems For India

**D**elivering premier safety technologies, Netradyne spearheads the development of advanced and innovative fleet-oriented safety solutions. Reiterating this commitment, the company announces the launch of its premier Driver i D-450 video safety platform and driver monitoring system (DMS) sensor in India. The D-450 is a 4-camera AI-powered system.

The D-450 system utilises the 4-camera monitoring units to analyse 100 percent of driving time precisely with high accuracy, detecting risky driving behaviours or fatigue in real time. Meanwhile, the optional Driver-Drowsiness detection (DMS Sensor) is an in-cab equipment that specifically monitors the driver's eyes for alertness.

Netradyne systems are crafted with respect to the evolving safety requirements for fleet safety. Addressing driver behaviours, fatigue, drowsiness, and lane discipline, the latest Netradyne equipment offers advanced technology that helps fleet operators ensure safety.

Built around decades of sleep-based research and data pooling, the 3rd-gen DMS tech can raise a warning with the threshold of drowsiness, analysing the percentage of eyelid closure the pupil over time, effectively even in low-light conditions, or while wearing sunglasses.

The combination of the D-450 system and DMS is deemed by Netradyne as the perfect solution meeting the regulatory requirements to enhance the safety of the fleet, its operators and other vehicle occupants. Furthermore, Netradyne breaks down the benefits of

these systems to set high-safety standards:

**Artificial Intelligence-Based DMS And Coaching Functions:** Netradyne's eye-vision-based safety system utilises artificial intelligence and computing to continuously monitor

***Artificial Intelligence-Based DMS And Coaching Functions: Netradyne's eye-vision-based safety system utilises artificial intelligence and computing to continuously monitor risky driver behaviour and fatigue***

risky driver behaviour and fatigue. The system immediately identifies such conditions and alerts the driver, while gathering key information to improve driver performance – a factor beneficial for fleet safety.

**Drowsiness And Fatigue Detection Early On:** The DMS sensor identifies even the minutest indication of fatigue; it recognises slow eyelid closure to faster blinks and alerts the operator to avoid fatigue-driven accidents. The effective identification process then informs the driver through audio alerts and coaching to avert accidents. The system is effective for various application-driven vehicle usage ranging from transporting hazardous goods, oil or

gas and passenger transportation to ensure safety.

**Positive Reinforcements:** The Netradyne's Driver i Drive system also identifies good driving behaviours through data pooling to reinforce positive driving habits or behaviours. It encourages safe driving behaviours for enhancing safety. The system works effectively in this aspect as well.

**Driver Grading System:** GreenZone, Netradyne's proprietary and advanced driving scoring system, is built into the Driver i that equips fleet and safety managers to have a comprehensive rating of all of their drivers in a single dashboard, featuring design coaching and rewards programs.

Teja Gudena, EVP-Technology, Netradyne, said, "We are committed to transforming road safety with smarter technology. Our industry-proven D-450 video safety platform has set a new standard for AI-powered fleet monitoring, and the DMS Sensor addition brings unprecedented accuracy to driver alertness detection. By launching both in India, we are helping local fleets save lives – identifying drowsy driving before it causes a crash and ensuring our customers stay ahead of upcoming safety regulations," reported TrucksDekho.com.

With the Driver i platform already rolled out and used across transport applications by fleets worldwide, including India, and the DMS sensor now made available locally, fleet operators have the right tool to enhance safety standards. Combined, the D-450 and DMS Sensor enable monitoring and taking the right actions considering insights pooled by the systems.

# India's Policy Framework On Biofuel Diesel Blending



**T**he Indian Government is leaning towards blending biofuels in diesel used by heavy cargo carriage and construction equipment, including cranes and large carriers. With the regulation set to kick in, the Government aims to increase domestic production, reduce fuel imports and minimise negative environmental impact induced by diesel commercial vehicles.

With the regulation coming into effect soon, the government's initiatives include setting effective blending criteria, providing financial incentives, and regulating feedstock sourcing. The country has recently introduced 20% ethanol blending in petrol, with biofuel blending in diesel

as its next mission to reduce emissions and ensure sustainability. Read on to explore more with TrucksDekho.com.

**The General Policy Framework:** The primary policy establishment about biodiesel in the National Policy on Biofuels, introduced as far back as 2009, with amendments in 2018 and 2022, focuses on:

- **Blending Criteria:** Under the framework, a 5 percent biodiesel blend is to be established within the indicative target for 2030.
- **Bio-Fuel Sourcing:** The policy allows the utilisation of a broader range of feedstocks for biofuel production. This includes the use of non-edible oilseeds, used cooking oil and waste.

- **Coordination across institutions:** Biofuel promotion is the responsibility coordinated across various ministries and departments to ensure effective impact.

**The First Phase:** The construction equipment sector in India is set to witness the kick-in of new blending regulations since the sector accounts for 3-4 percent of India's annual diesel consumption. This is registered as approximately 91 million tonnes. With the biofuel blending in diesel, the government explains that it's the quickest way to ensure a positive environmental impact.

Moreover, diesel consumption among commercial vehicles is more than their petrol counterparts, especially due to the majority of heavy commercial

vehicles being powered by diesel as a primary source of propulsion energy. Targeting the large presence of construction vehicles, it is deemed the strategic method for achieving green energy goals.

Early Initiatives For Easier Adoption:

- **Governmental Incentives:** The Government has already reduced the GST rates on biodiesel supply to oil marketing companies from 12 percent to 5 percent in October 2021.

- **Subsidies:** The Indian Government is offering subsidies and financial assistance for setting up biodiesel plants. Up to 30 percent capital subsidies of the project cost for plant development using waste-to-energy technologies are offered.

- **Easy financial loans:** Under entities such as the State Bank of India (SBI) and the Indian Renewable Energy Development Agency (IREDA), green loans are offered at lower interest rates and longer repayment schedules.

**Biodiesel Types:** Biodiesel is a liquid form of fuel derived from vegetable oils and animal fats through the process of transesterification. It is used as a blending with petroleum-oriented diesel in multiple configurations such as B5, B20 and B100, among others.

**B20:** Is typically used as an automotive blend containing 20 percent biodiesel and 80 percent petroleum diesel. It is used as a common source since it is cost-effective, ensures low emissions and is compatible with modern engine units.

**B100:** Meanwhile, this is a pure biodiesel form.

**Transesterification:** The process includes the utilisation of feedstock (raw fuel materials), ensuring a reaction with an alcohol like methanol

or ethanol, in the presence of a catalyst; It generally includes the use of effective alkali such as sodium hydroxide (NaOH) and sometimes even potassium hydroxide (KOH).

In this process, the reaction between these breaks down the ester bonds in

***In this process, the reaction between these breaks down the ester bonds in the triglycerides present in the feedstock and replaces them with alcohol molecules. As a result, it forms mono-alkyl esters, which are the main elements of biodiesel. This makes them an effective source for reducing emissions while offering vehicular propulsion properties to an extent***

the triglycerides present in the feedstock and replaces them with alcohol molecules. As a result, it forms mono-alkyl esters, which are the main elements of biodiesel. This makes them an effective source for reducing emissions while offering vehicular propulsion properties to an extent.

**Impact Of Ethanol Blending:** As per recent reports, the new Ethanol blending initiative led by the Government has already saved foreign

exchange worth Rs 1.44 lakh crore, replacing 245 lakh metric tonnes of crude oil. With the same regulatory approach to blend biofuels in diesel, the governmental institutions are expecting a similar impact on the economy, also ensuring emission reduction.

However, concerns persist among users regarding the vehicular performance and a drop in fuel efficiency. Moreover, ARAI, FIPI, and SIAM establishments state that the drop in fuel efficiency and performance is only marginal, ensuring lower emissions. According to these establishments, driving habits, behaviour, and vehicle conditions are more of the primary reasons for a drop in performance and efficiency, and are not impacted by blending.

The upcoming incentives and policies already established to support the initiation of biodiesel blending should be effective. However, challenges persist - the blending rate is at present low, rated at less than 0.5 percent. Also, with the new regulation kicking in, the emission levels should be cut down significantly. But there are certain problems, like a lack of sufficient feedstock, higher production costs compared to diesel and logistics problems.

But all is not lost, the governmental initiatives focusing on diversifying feedstock production, improvement in subsidies and incentives and promotion of newer and advanced in-house technologies should reduce the production costs to a large extent. Overall, biofuel blending in diesel and its rollout affecting heavy commercial vehicles and construction equipment, should create a positive impact, ensuring environmental sustainability.

# Bihar to Get 4-lane Greenfield Access-controlled Mokama-Munger Section of the Buxar-Bhagalpur High-Speed Corridor



**T**he Cabinet Committee on Economic Affairs chaired by the Prime Minister Narendra Modi has approved the Construction of 4-lane greenfield access-controlled Mokama-Munger section of the Buxar-Bhagalpur High-Speed Corridor Bihar on Hybrid Annuity Mode (HAM) with a total project length of 82.400 km and Total Capital Cost of Rs. 4447.38 crore.

The section passes through or provides connectivity to important regional cities such as Mokama, Barahiya, Lakhisarai, Jamalpur, Munger connecting to Bhagalpur, as indicated in the map at Annexure-I.

The Munger-Jamalpur-Bhagalpur

belt in Eastern Bihar is emerging as a key industrial region focusing on ordinance factory (Existing gun factory and 1 more proposed as part of Ordnance Factory Corridor by M/o Defence), locomotive workshop (in Jamalpur), food processing (e.g., ITC in Munger) and related logistics & warehousing hubs. Bhagalpur stands out as a textile and logistics hub, led by Bhagalpuri silk (details of proposed textile ecosystem in Bhagalpur. Barahiya is emerging as a region for food packaging, processing and agro-warehousing. The increased economic activity in the region is expected to drive up the freight movement and the traffic on the Mokama-Munger section in the future.

The 4-lane access-controlled corridor with close tolling, supporting average vehicular speeds of 80 km/h with design speed of 100 km/h will reduce the overall travel time to approximately 1.5 hours, while offering safer, faster, and uninterrupted connectivity for both passenger and freight vehicles.

The proposed project with 82.40 km will generate about 14.83 lakh man-days of direct employment and 18.46 lakh man-days of indirect employment. The project will also induce additional employment opportunities due to increase in economic activity in the vicinity of the proposed corridor.



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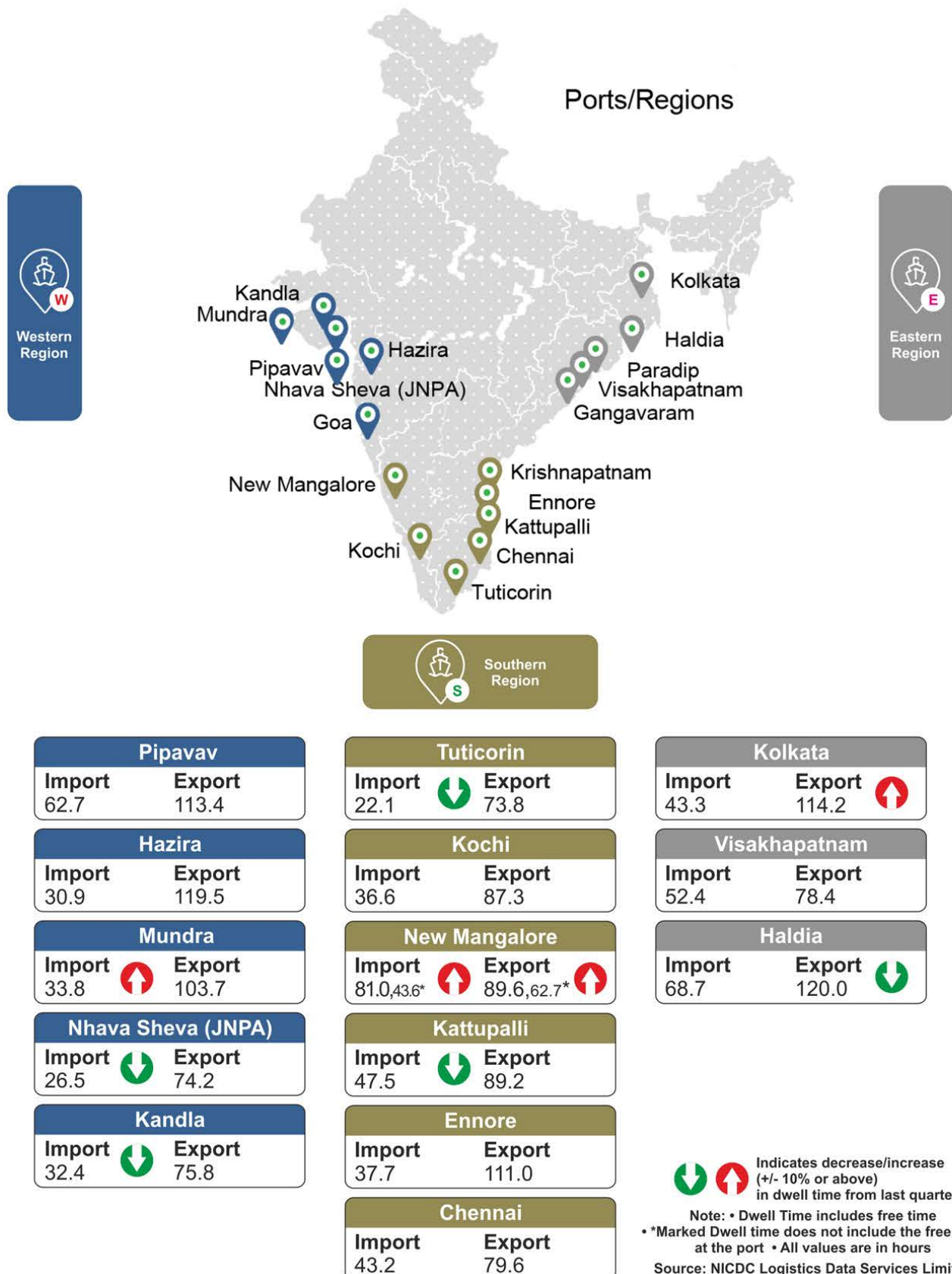


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# सतत राष्ट्रीय राजमार्ग विकास के लिए नवीन नीतिगत हस्तक्षेप पर परामर्श कार्यशाला

भारत के बुनियादी ढांचे को मजबूत करने और शहरी गतिशीलता में सुधार की दिशा में एक महत्वपूर्ण कदम उठाते हुए केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी जी ने नई दिल्ली में एक परामर्श कार्यशाला की अध्यक्षता की। इस कार्यशाला में केंद्रीय राज्य मंत्री अजय टम्टा जी, हर्ष मल्होत्रा जी, राज्य सरकार के वरिष्ठ अधिकारी और नगर आयुक्त शामिल हुए।

कार्यशाला में विश्वस्तरीय, टिकाऊ और भविष्य के लिए तैयार परिवहन अवसंरचना के निर्माण के प्रति सरकार की प्रतिबद्धता पर



प्रकाश डाला गया, जिसमें तेजी से बढ़ते शहरी क्षेत्रों में भीड़भाड़ कम करने पर विशेष ध्यान दिया गया। कार्यशाला में गणमान्य व्यक्तियों ने कई नवीन नीतिगत हस्तक्षेपों पर चर्चा की, जिनमें शहरी केंद्रों से यातायात को हटाने के लिए रिंग रोड और बाईपास का निर्माण शामिल है, जिससे शहरी राष्ट्रीय राजमार्गों पर भीड़भाड़ कम हो सके।

मुख्य चर्चाओं में स्थायी वित्तपोषण सुनिश्चित करने के लिए मूल्य-प्राप्ति वित्तपोषण मॉडल अपनाने और निर्बाध एकीकरण के लिए

बुनियादी ढांचे के विकास को शहर के मास्टर प्लान के साथ रेखांकित करने पर भी ध्यान केंद्रित किया गया। इन उपायों से न केवल गतिशीलता में वृद्धि होगी बल्कि रिंग रोड और बाईपास के प्रभाव क्षेत्रों में नियोजित और विनियमित विकास को भी बढ़ावा मिलेगा।

इन पहलों के साथ एमओआरटीएच आर्थिक विकास को बढ़ावा देने कनेक्टिविटी में सुधार करने और समावेशी और पर्यावरण के प्रति जिम्मेदार शहरी विकास की नींव रखने के लिए अपनी प्रतिबद्धता की पुष्टि करता है।

# सड़क परिवहन और राजमार्ग मंत्रालय ने प्रमुख राजमार्ग और शहरी अवसंरचना नीतियों पर राज्य परामर्श सम्मेलन आयोजित किया

सड़क परिवहन और राजमार्ग मंत्रालय (एमओआरटीएच) ने नई दिल्ली में केंद्रीय मंत्री नितिन गडकरी की अध्यक्षता में राज्य मंत्री अजय टट्टा और हर्ष मल्होत्रा की उपस्थिति में एक राज्य परामर्श सम्मेलन आयोजित किया। परामर्श का उद्देश्य केंद्र सरकार द्वारा अंतिम रूप दिए जा रहे प्रमुख नीतिगत पहलों पर राज्य और केंद्र शासित प्रदेश सरकारों से विचार और सुझाव मांगना था, जिनसे देश भर में राष्ट्रीय राजमार्गों के साथ बुनियादी ढांचे के विकास और समन्वित शहरी नियोजन में महत्वपूर्ण भूमिका निभाने की उम्मीद है।

शहरी भीड़-भाड़ कम करने की नीति का उद्देश्य एक लाख से अधिक आबादी वाले शहरों से गुजरने वाले राष्ट्रीय राजमार्गों पर यातायात की बाधाओं को कम करना है, इसके लिए पहुँच-नियंत्रित रिंग रोड, बाईपास और एलिबेटेड कॉरिडोर विकसित किए जाएँगे। यह नीति शहरी मास्टर प्लान के साथ घनिष्ठ एकीकरण पर जोर देती है ताकि यह सुनिश्चित किया जा सके कि नया राजमार्ग बुनियादी ढाँचा शहर के विकास का पूरक बने और कॉरिडोर पर अनियोजित विकास को रोकने में मदद करे। यह परियोजना कार्यान्वयन में तेजी लाने के लिए लागत-साझाकरण व्यवस्था और मूल्य-ग्रहण वित्तपोषण जैसे नवीन उपकरणों सहित लचीली वित्तपोषण व्यवस्थाएँ भी प्रस्तुत करती है।

मंत्रालय राजमार्गों के तटबंधों के निर्माण में शहरी लैंडफिल से निकले निष्क्रिय अपशिष्ट के पुनः उपयोग को बढ़ावा दे रहा है। यह दृष्टिकोण बहुमूल्य प्राकृतिक मिट्टी पर निर्भरता कम करता है, समग्र निर्माण लागत को

कम करता है और शहरों में ठोस अपशिष्ट प्रबंधन की बढ़ती चुनौती का समाधान करता है। दिल्ली में यूईआर-॥ और अहमदाबाद-धोलेरा एक्सप्रेसवे सहित सफल पायलट परियोजनाओं ने पहले ही इस पहल की तकनीकी व्यवहार्यता और आर्थिक लाभों को प्रदर्शित किया है। मंत्रालय ने 15 डंपिंग स्थलों की पहचान की है, जहाँ देश के कुल 1200 लाख मीट्रिक टन कचरे का लगभग 50% हिस्सा है। निष्क्रिय सामग्री के उपयोग के लिए पाइपलाइन में राष्ट्रीय राजमार्ग परियोजनाओं को इन डंपिंग स्थलों के साथ मैप किया गया है। इसके लिए संबंधित नगर पालिकाओं के साथ समझौता ज्ञापन पर हस्ताक्षर करने का प्रस्ताव है।

राज्य सड़क विकास नीति को उच्च यातायात वाले राज्य राजमार्गों को चार लेन या उससे अधिक लेन में उन्नत करने के लिए केंद्रीय सहायता प्रदान करने हेतु तैयार किया जा रहा है। नीति में केंद्र और राज्यों के बीच लागत-साझाकरण ढाँचे का प्रस्ताव है, जिसके पूरक के रूप में निजी निवेश आकर्षित करने हेतु सार्वजनिक-निजी भागीदारी (पीपीपी) व्यवस्था की जाएगी। महत्वपूर्ण यातायात मात्रा वाले गलियारों पर ध्यान केंद्रित करके, इस पहल का उद्देश्य क्षेत्रीय संपर्क में सुधार, यात्रा समय में कमी और राष्ट्रीय एवं राज्य-स्तरीय सड़क नेटवर्क के बीच संपर्क को मजबूत करना है।

मंत्रालय ने भूमि अधिग्रहण प्रक्रियाओं को सरल बनाने और पारदर्शिता बढ़ाने के लिए राष्ट्रीय राजमार्ग अधिनियम, 1956 में संशोधन का प्रस्ताव रखा है। इनमें मुआवजा प्रक्रिया को

सुव्यवस्थित करना, विवाद समाधान तंत्र को मजबूत करना और अधिसूचनाओं का व्यापक सार्वजनिक संचार सुनिश्चित करना शामिल है। इन बदलावों के साथ-साथ, मार्ग के अधिकार की रक्षा के लिए राष्ट्रीय राजमार्ग नियंत्रण (भूमि एवं यातायात) अधिनियम, 2002 के सख्ती से पालन पर जोर दिया जा रहा है। जिला मजिस्ट्रेट जैसे स्थानीय प्राधिकारियों को प्रवर्तन शक्तियाँ सौंपने से अतिक्रमणों के विरुद्ध त्वरित कार्रवाई और परियोजनाओं का सुचारू कार्यान्वयन संभव होगा।

सड़क परिवहन एवं राजमार्ग मंत्रालय के वरिष्ठ अधिकारियों ने विस्तृत प्रस्तुतियाँ दीं, जिनमें प्रस्तावित नीतियों के उद्देश्यों और विशेषताओं को रेखांकित किया गया, जिसमें आवास एवं शहरी मामलों के मंत्रालय (एमओएचयूए) और दिल्ली नगर निगम सहित अन्य बाहरी मंत्रालयों से भी जानकारी ली गई।

प्रस्तुतियों के बाद राज्य और केंद्र शासित प्रदेशों के प्रतिनिधियों के साथ विस्तृत परामर्श सत्र आयोजित किए गए, जिनमें क्षेत्रीय प्राथमिकताओं, प्रशासनिक चुनौतियों और सफल प्रथाओं पर अपने विचार साझा किए गए। यह सुनिश्चित करने के लिए कि नीतियाँ अंतिम रूप दिए जाने के बाद व्यावहारिक हों और देश भर के राज्यों और शहरों की आवश्यकताओं के अनुरूप हों, उनके दृष्टिकोण और सुझाव आमंत्रित किए गए। विभिन्न रचनात्मक सुझाव प्राप्त हुए हैं और नीतियों को अंतिम रूप देने से पहले उन पर उचित विचार किया जाएगा।



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MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO - 2041**  
ANSWERED ON – 06/08/2025  
**POTHoles ON NATIONAL HIGHWAYS**

**2041. SHRI RAJEEV SHUKLA:**

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

- (a) whether the Ministry is aware that potholes have become silent killers on National Highways;
- (b) if so, what corrective measures have been taken in this regard;
- (c) the details of the expenses on maintenance of National Highways during the last three years; and
- (d) the details of the budgetary allocations and actual expenses, year-wise?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS  
(SHRI NITIN JAIRAM GADKARI)

(a) to (d) The Government has prioritized the maintenance of existing National Highways (NH) network and inter-alia evolved a mechanism to ensure Maintenance and Repair (M&R), including repair of potholes of all NHs sections through accountable maintenance agency.

NHs development projects are executed on mainly three modes i.e. (i) Build Operate and Transfer (BOT), (ii) Hybrid Annuity Model (HAM) and (iii) Engineering Procurement and Construction (EPC). Concession period including maintenance for projects on Build Operate and Transfer (BOT) is 15 to 20 years and on Hybrid Annuity Model (HAM) is generally 15 years. Concessionaire is responsible for maintenance of the respective NHs stretches within the concession period of the project. Only in case of EPC projects, Defect Liability period (DLP) is 5 years for the bituminous pavement works and 10 years for concrete pavement works.

For Toll-Operate-Transfer (TOT) and InvIT (Infrastructure Investment Trust) projects, concession period including maintenance is 20 to 30 years. Concession period for Projects on Operate, Maintain and Transfer (OMT) is generally 9 years.

No separate maintenance expenditure is recorded in respect of above NHs stretches. Expenditure done in the above contracts during DLP and concession period is not being accounted at present.

For all remaining sections of NHs stretches, where DLP has ended or is not under any concession period of BOT/HAM/TOT/InvIT project, Government has taken a policy decision to undertake maintenance works through Performance Based Maintenance Contract (PBMC) or Short Term Maintenance Contract (STMC). While STMC works are generally undertaken for a contract period of 1-2 year, PBMC works are undertaken for a contract period of about 5-7 years.

During the previous Financial Year 2024-25, Government approved STMC works in 17,884 km length costing ₹ 2,842 Crore and PBMC works in 6,118 km length costing ₹ 6,757 Crore.

Year – wise details of funds allocated and expenditure incurred towards M&R of such NHs stretches during the last three years are as under:-

| Year    | Allocation (₹ Crore) | Expenditure (₹ Crore) |
|---------|----------------------|-----------------------|
| 2022-23 | 6,510                | 6,278                 |
| 2023-24 | 6,581                | 6,523                 |
| 2024-25 | 9,489                | 9,488                 |

## **PENDING TRAFFIC FINES? PAY NOW, GET 50% DISCOUNT**

Karnataka Thursday announced a 50% rebate on pending traffic fines registered in Bengaluru city under e-challans. Joint commissioner of police (traffic) Karthik Reddy said all previous pending traffic violations, regardless of the year, will be accepted. "But only e-challans are subject to the rebate," he said



► Pay via Karnataka State Police, BTP ASTRaM apps, Karnataka-One, BangaloreOne websites

► At the office of traffic management centre

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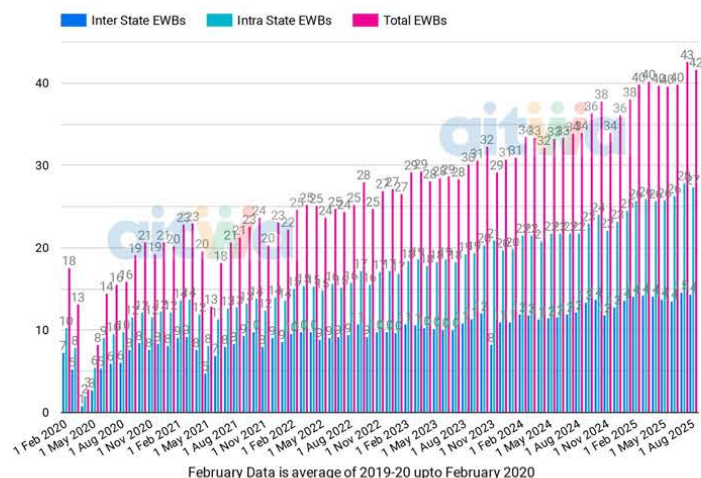
## Eway Bill Dashboard

Developed & compiled by

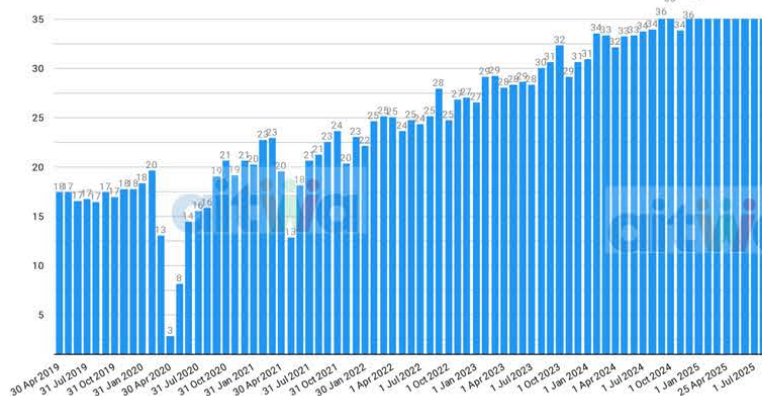


Last updated on 10th September 2025 | Data as on 31st August 2025

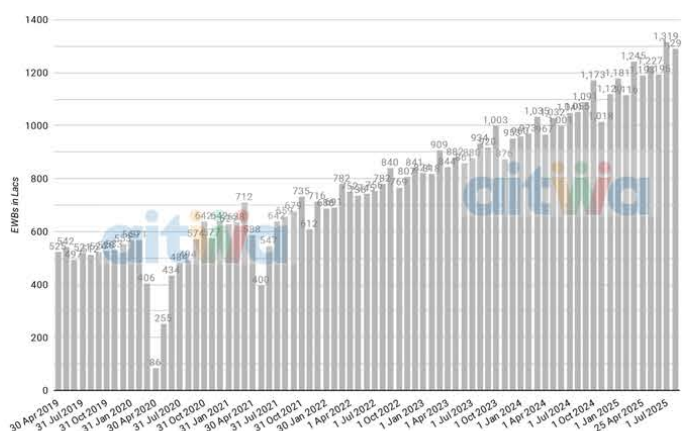
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



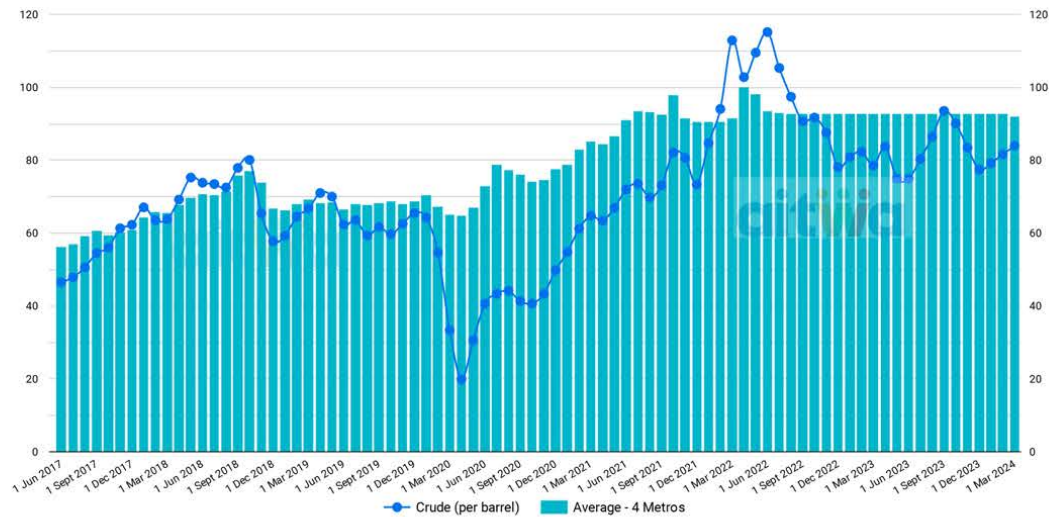
Total number of monthly EWBs generated (in lacs per month)



## Diesel Dashboard

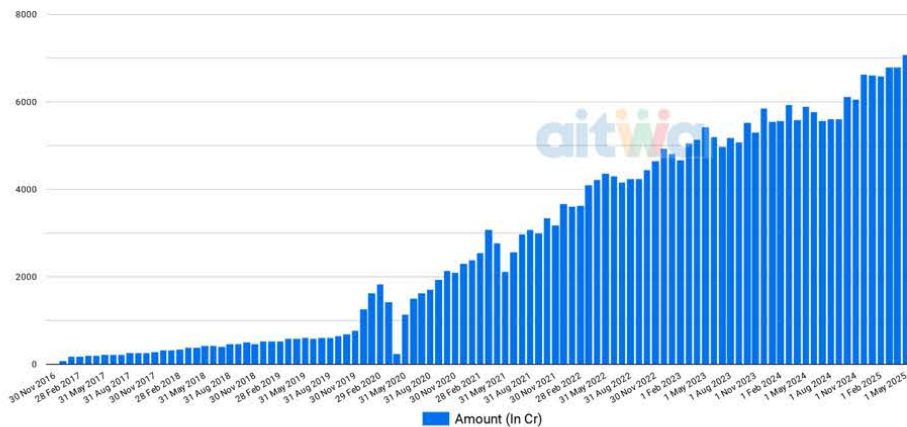
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



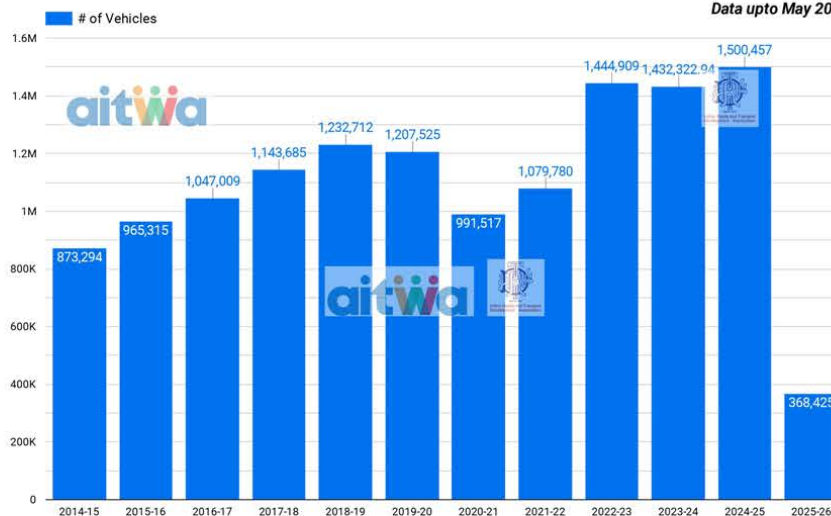
## Toll Collection Dashboard

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



## National Permit Vehicles in India

Data upto May 2025



**TOTAL FREIGHT (INT'L+DOM.)**

| Freight (in MT.)                  |                      |               |           |          |                              |          |          |
|-----------------------------------|----------------------|---------------|-----------|----------|------------------------------|----------|----------|
| S. no.                            | Airport              | For The Month |           |          | For The Period April To July |          |          |
|                                   |                      | July 2025     | July 2024 | % Change | 2025-26                      | 2024-25  | % Change |
| (A) 18 International Airports     |                      |               |           |          |                              |          |          |
| 1                                 | Amritsar             | 265.1         | 253.9     | 4.4      | 1278.0                       | 1666.8   | -23.3    |
| 2                                 | Ayodhya              | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 3                                 | Bhubaneswar          | 791.1         | 772.6     | 2.4      | 3075.5                       | 2969.3   | 3.6      |
| 4                                 | Chennai              | 37613.3       | 32853.5   | 14.5     | 144446.2                     | 123219.5 | 17.2     |
| 5                                 | Coimbatore           | 1108.2        | 1079.0    | 2.7      | 4197.0                       | 3675.4   | 14.2     |
| 6                                 | Goa                  | 490.1         | 356.9     | 37.3     | 1680.3                       | 1718.5   | -2.2     |
| 7                                 | Imphal               | 535.8         | 478.9     | 11.9     | 2198.6                       | 1725.8   | 27.4     |
| 8                                 | Kolkata              | 14787.1       | 15232.9   | -2.9     | 55085.3                      | 56865.7  | -3.1     |
| 9                                 | Kozhikode            | 1626.2        | 1836.3    | -11.4    | 6691.8                       | 7188.5   | -6.9     |
| 10                                | Kushinagar           | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 11                                | Port Blair           | 613.8         | 697.6     | -12.0    | 2528.3                       | 2433.6   | 3.9      |
| 12                                | Rajkot (Hirasar)     | 48.7          | 56.1      | -13.2    | 167.1                        | 217.7    | -23.3    |
| 13                                | Srinagar             | 769.7         | 981.1     | -21.5    | 4060.8                       | 4320.4   | -6.0     |
| 14                                | Surat                | 713.0         | 448.4     | 59.0     | 2710.3                       | 2532.7   | 7.0      |
| 15                                | Tiruchirappalli      | 612.0         | 522.7     | 17.1     | 2325.7                       | 2042.6   | 13.9     |
| 16                                | Tirupati             | 11.1          | 0.0       | -        | 97.9                         | 23.7     | -        |
| 17                                | Varanasi             | 667.8         | 577.2     | 15.7     | 2456.6                       | 2078.5   | 18.2     |
| 18                                | Vijayawada           | 91.5          | 61.1      | 49.6     | 448.9                        | 357.1    | 25.7     |
| Total                             |                      | 60744.4       | 56208.1   | 8.1      | 233448.2                     | 213035.8 | 9.6      |
| (B) 6 PPP International Airports  |                      |               |           |          |                              |          |          |
| 19                                | Ahmedabad            | 9119.6        | 8596.8    | 6.1      | 36545.5                      | 33717.2  | 8.4      |
| 20                                | Guwahati             | 2567.8        | 2236.8    | 14.8     | 9093.6                       | 7988.4   | 13.8     |
| 21                                | Jaipur               | 2348.5        | 1845.0    | 27.3     | 7581.2                       | 6567.5   | 15.4     |
| 22                                | Lucknow              | 1828.0        | 1970.0    | -7.2     | 7717.2                       | 7464.3   | 3.4      |
| 23                                | Mangalore            | 179.5         | 167.1     | 7.4      | 429.8                        | 813.9    | -        |
| 24                                | Thiruvananthapuram   | 1804.5        | 2054.0    | -12.1    | 7368.4                       | 7446.2   | -1.0     |
| Total                             |                      | 17847.9       | 16869.6   | 5.8      | 68735.6                      | 63997.5  | 7.4      |
| (C) 7 JV International Airports   |                      |               |           |          |                              |          |          |
| 25                                | Bangalore (BIAL)     | 47670.0       | 45469.0   | 4.8      | 173301.0                     | 170182.0 | 1.8      |
| 26                                | Delhi (DIAL)         | 95853.2       | 91937.2   | 4.3      | 372409.6                     | 355521.1 | 4.8      |
| 27                                | Hyderabad (GHIAL)    | 15032.9       | 15657.1   | -4.0     | 57170.0                      | 56406.8  | 1.4      |
| 28                                | Kannur (KIAL)        | 337.3         | 373.5     | -9.7     | 1482.4                       | 1514.2   | -2.1     |
| 29                                | Kochi                | 6050.9        | 5772.5    | 4.8      | 23033.6                      | 21781.9  | 5.7      |
| 30                                | Mumbai (MIAL)        | 77367.4       | 76246.9   | 1.5      | 304895.2                     | 297125.3 | 2.6      |
| 31                                | Nagpur               | 938.6         | 741.4     | 26.6     | 3284.0                       | 2874.4   | 14.2     |
| Total                             |                      | 243250.3      | 236197.5  | 3.0      | 935575.8                     | 905405.6 | 3.3      |
| (D) 2 ST Govt./Pvt. INTL Airports |                      |               |           |          |                              |          |          |
| 32                                | Goa (MOPA)           | 235.1         | 281.2     | -16.4    | 1112.8                       | 809.7    | 37.4     |
| 33                                | Shirdi               | 3.2           | 6.1       | -47.6    | 21.5                         | 20.5     | 4.4      |
| Total                             |                      | 238.3         | 287.4     | -17.1    | 1134.2                       | 830.2    | 36.6     |
| (E) 12 Custom Airports            |                      |               |           |          |                              |          |          |
| 34                                | Agartala             | 456.8         | 472.9     | -3.4     | 2269.2                       | 1915.9   | 18.4     |
| 35                                | Aurangabad           | 98.3          | 87.5      | 12.4     | 369.8                        | 246.6    | 49.9     |
| 36                                | Bagdogra             | 937.5         | 789.8     | 18.7     | 3315.1                       | 3106.0   | 6.7      |
| 37                                | Bhopal               | 196.4         | 209.6     | -6.3     | 796.0                        | 755.1    | 5.4      |
| 38                                | Chandigarh           | 1235.9        | 1300.8    | -5.0     | 5105.9                       | 5543.5   | -7.9     |
| 39                                | Gaya                 | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 40                                | Indore               | 934.7         | 888.4     | 5.2      | 3655.9                       | 3457.9   | 5.7      |
| 41                                | Madurai              | 265.1         | 339.4     | -21.9    | 1105.7                       | 1110.5   | -0.4     |
| 42                                | Patna                | 963.6         | 743.7     | 29.6     | 4278.2                       | 3033.5   | 41.0     |
| 43                                | Pune                 | 3901.8        | 3480.8    | 12.1     | 15981.2                      | 12963.2  | 23.3     |
| 44                                | Vadodara             | 167.6         | 95.6      | 75.4     | 752.1                        | 492.7    | 52.6     |
| 45                                | Visakhapatnam        | 434.5         | 263.8     | 64.7     | 1884.8                       | 1549.2   | 21.7     |
| Total                             |                      | 9592.3        | 8672.2    | 10.6     | 39513.8                      | 34174.2  | 15.6     |
| (F) 69 Domestic Airports          |                      |               |           |          |                              |          |          |
| 46                                | Adampur (Jalandhar)  | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 47                                | Agatti               | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 48                                | Agra                 | 8.4           | 2.5       | -        | 42.7                         | 13.0     | -        |
| 49                                | Barapani (Shillong)  | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 50                                | Bareilly             | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 51                                | Belagavi             | 0.6           | 2.3       | -74.6    | 1.8                          | 8.4      | -78.1    |
| 52                                | Bhatinda             | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 53                                | Bhavnagar            | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 54                                | Bhuj                 | 0.3           | 0.1       | -        | 1.4                          | 1.4      | 0.6      |
| 55                                | Bhujtar(Kulu/Manali) | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 56                                | Bikaner              | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 57                                | Coochbeher           | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 58                                | Cuddapah             | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 59                                | Darbhanga            | 27.9          | 24.8      | 12.7     | 343.8                        | 203.8    | 68.7     |
| 60                                | Dehradun             | 160.0         | 190.9     | -16.2    | 877.2                        | 911.1    | -3.7     |
| 61                                | Deoghar              | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 62                                | Dimapur              | 144.2         | 78.1      | 84.7     | 408.1                        | 474.3    | -14.0    |
| 63                                | Diu                  | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 64                                | Gaggal (Kangra)      | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |
| 65                                | Gondia               | 0.0           | 0.0       | -        | 0.0                          | 0.0      | -        |

Freight (in MT.)

| S. no.                         | Airport              | For The Month |           |          | For The Period April To July |           |          |
|--------------------------------|----------------------|---------------|-----------|----------|------------------------------|-----------|----------|
|                                |                      | July 2025     | July 2024 | % Change | 2025-26                      | 2024-25   | % Change |
| (F) 69 Domestic Airports       |                      |               |           |          |                              |           |          |
| 66                             | Gorakhpur            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 67                             | Gwalior              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 68                             | Hindon               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 69                             | Hubbali              | 19.5          | 27.5      | -29.0    | 81.4                         | 91.6      | -11.1    |
| 70                             | Hyderabad(Begumpet)  | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 71                             | Itanagar(Holongi)    | 0.7           | 0.0       | -        | 1.7                          | 0.0       | -        |
| 72                             | Jabalpur             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 73                             | Jaisalmer            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 74                             | Jalgaon              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 75                             | Jammu                | 18.7          | 79.2      | -76.4    | 140.9                        | 329.6     | -57.3    |
| 76                             | Jamnagar             | 42.3          | 18.1      | -        | 69.5                         | 66.1      | -5.1     |
| 77                             | Jharsuguda           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 78                             | Jodhpur              | 8.3           | 8.7       | -4.3     | 37.5                         | 35.3      | 6.1      |
| 79                             | Jorhat               | 19.1          | 19.0      | 0.4      | 45.3                         | 57.5      | -21.1    |
| 80                             | Juhu                 | 23.2          | 20.0      | 16.0     | 89.3                         | 96.8      | -7.8     |
| 81                             | Kalaburagi(Gulbarga) | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 82                             | Kandla               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 83                             | Kanpur(Chakeri)      | 7.4           | 8.5       | -13.5    | 88.5                         | 31.9      | -        |
| 84                             | Kanpur(Civil)        | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 85                             | Keshod(Junagarh)     | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 86                             | Khajuraho            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 87                             | Kishanganrh          | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 88                             | Kolhapur             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 89                             | Kota                 | 0.0           | 0.2       | -        | 0.0                          | 0.0       | -        |
| 90                             | Lakhimpur(Lilabari)  | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 91                             | Leh                  | 158.5         | 158.1     | 0.3      | 468.3                        | 714.8     | - 34.5   |
| 92                             | Ludhiana             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 93                             | Mohanbari(Dibrugarh) | 99.8          | 78.6      | 26.9     | 369.3                        | 316.9     | 16.5     |
| 94                             | Moradabad            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 95                             | Mysuru               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 96                             | Pakyong              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 97                             | Pantnagar            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 98                             | Porbandar            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 99                             | Prayagraj            | 2.0           | 3.4       | -42.2    | 12.2                         | 16.1      | - 24.2   |
| 100                            | Puducherry           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 101                            | Raipur               | 461.4         | 409.5     | 12.7     | 1687.5                       | 1675.9    | 0.7      |
| 102                            | Rajahmundry          | 1.7           | 3.7       | -54.8    | 12.1                         | 9.1       | 32.3     |
| 103                            | Ranchi               | 745.6         | 486.0     | 53.4     | 2385.3                       | 2721.6    | -12.4    |
| 104                            | Rewa                 | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 105                            | Rupsi                | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 106                            | Safdarjung           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 107                            | Salem                | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 108                            | Shimla               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 109                            | Sholapur             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 110                            | Silchar              | 98.9          | 48.1      | -        | 272.6                        | 116.2     | -        |
| 111                            | Tezpur               | 0.0           | 7.6       | -        | 0.0                          | 9.0       | -        |
| 112                            | Tezu                 | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 113                            | Tuticorin            | 0.7           | 0.6       | 24.6     | 4.4                          | 2.2       | 96.9     |
| 114                            | Udaipur              | 17.7          | 24.9      | -28.9    | 130.6                        | 86.8      | 50.5     |
| (F) 69 Domestic Airports       |                      | 2067.1        | 1700.3    | 21.6     | 7571.3                       | 7989.8    | -5.2     |
| (G) 28 St.Govt. / Pvt Airports |                      |               |           |          |                              |           |          |
| 115                            | Aizawl(Lengpui)      | 155.1         | 92.2      | 68.2     | 446.7                        | 322.8     | 38.4     |
| 116                            | Aligarh              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 117                            | Ambikapur            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 118                            | Amravati             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 119                            | Azamgarh             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 120                            | Bengaluru(Hal)       | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 121                            | Bidar                | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 122                            | Bilaspur             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 123                            | Chitrakoot           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 124                            | Datia                | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 125                            | Durgapur             | 88.0          | 35.0      | -        | 256.9                        | 173.3     | 48.2     |
| 126                            | Hisar                | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 127                            | Jagdalpur            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 128                            | Jamshedpur           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 129                            | Jeypore              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 130                            | Kurnool              | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 131                            | Mundra               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 132                            | Nanded               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 133                            | Nasik(Hal Ozar)      | 497.2         | 284.7     | 74.7     | 3147.2                       | 814.8     | -        |
| 134                            | Pasighat             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 135                            | Pithoragarh          | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 136                            | Rourkela             | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 137                            | Shivamogga           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 138                            | Shravasti            | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 139                            | Sindhudurg           | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 140                            | Utkela               | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 141                            | Vijayanagar          | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| 142                            | Ziro                 | 0.0           | 0.0       | -        | 0.0                          | 0.0       | -        |
| (G) 28 St.Govt. / Pvt Airports |                      | 740.3         | 411.8     | 79.8     | 3856.8                       | 1311.0    | -        |
| Grand Total (A+B+C+D+E+F+G)    |                      | 334480.6      | 320346.9  | 4.4      | 1289836.0                    | 1226744.2 | 5.1      |

Source: A.A.I.

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

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

Source: I.P.A.

# EKA Mobility Showcases Its Born Electric Range At IEC GM 2025 In India



**C**ommercial-grade electric vehicle developments and technological innovations have put EKA Mobility on the map; the entity is now recognised for its prowess in EV-based advancements, thanks to the showcase of vehicles at the International Electric Convention & Green Mobility 2025 (IEC GM 2025). It's the largest ever commercial vehicle showcase at the event, featuring vehicle manufacturers spread across the length and breadth of India.

This significant event, held from 15 to 19 September 2025 in New Delhi, celebrates the achievements of EKA Mobility in its mission to enhance sustainable mobility in India. Under its theme "Sustainability with Profitability," EKA presented its Born Electric Range across three distinct

***This significant event, held from 15 to 19 September 2025 in New Delhi, celebrates the achievements of EKA Mobility in its mission to enhance sustainable mobility in India***

commercial mobility segments: truck, bus and three-wheelers.

EKA's Products On Display:

- EKA 55T: A heavy-duty electric truck with up to 43,000 kg payload and 200 km range.
- EKA 12M: A top-notch 12-meter electric bus with over 250 km range

and ADAS features.

- EKA 3W Cargo: A zero-emission 3-wheeler cargo with 200 km range and 750 kg rated payload capacity.
- EKA 6S: India's first passenger 3-wheeler EV with a steering wheel and D+6 seating.

The IEC GM 2025 event marks a significant milestone for EKA Mobility. This is because EKA is the only original equipment manufacturer in India to display a diverse EV portfolio of different segments, including 3-wheelers, buses, and heavy-duty trucks at one platform.

That's not the only story that needs attention: alongside its vehicles, EKA showcased EKA Connect, its AI-powered digital fleet management platform offering predictive diagnostics, modular battery architecture, and real-time efficiency tracking. These elements are deemed by the entity to ensure a lower total cost of ownership and higher efficiency in operation.

Dr. Sudhir Mehta, founder and chairman, EKA Mobility, said, "EKA is the first and only OEM in India to showcase such a diverse EV portfolio – from 3-wheelers to heavy-duty trucks. Our focus is clear: making clean mobility both sustainable and profitable. Every product is designed, engineered, and manufactured in India, supporting Atmanirbhar Bharat while addressing global needs," reported TrucksDekho.com.

EKA Mobility has registered over 3,300 confirmed orders across India and South Africa. The company has deployed and received orders for 2,000-plus electric buses secured under the PM e-Bus Sewa Scheme. This is enabled thanks to the global expertise in vehicle development and manufacturing featuring strategic partners Mitsui (Japan) & VDL Groep (Netherlands). The core vision remains the same: enhance sustainable mobility in India.



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