



Parivahan Pragati

परिवहन प्रगति

Monthly Magazine of All India Transporters Welfare Association

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

Every Problem Identified Needs A Resolution. Also, For Logistics Sector.

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Multiple Challenges, One Sector
Discussing Labor Shortage
As Main Challenges.

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GreenLine Announces
\$ 275 Million Equity
Investment to
Reduce Carbon Emissions

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India Plans Safety
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One Truck, One Tax:
Driving Simplicity in Logistics





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A Call for Pragmatic GST Reform in the Logistics Sector



Ashok Gupta

AITWA's Reform Proposals

To reduce harassment and bridge the gap between technology and enforcement, AITWA proposes the following:

1. Electronic Acknowledgment by Buyers

Require GST-registered buyers to electronically acknowledge receipt of goods on the portal to lock the e-way bill, curbing misuse and tax evasion.

2. Part B-Based Transit Time

Calculate transit timelines from the time of vehicle movement (Part B), not e-way bill generation (Part A), ensuring operational realism.

3. Waiver of E-Way Bill for E-Invoicing

Exempt e-way bills for e-invoiced transactions already digitally validated on the GST portal.

4. Extension of Validity Window

Expand the 8-hour buffer to 12 hours pre- and post-expiry to accommodate real-world logistics disruptions and non-working hours.

5. SOP for Enforcement Officers

Implement a standard operating procedure mandating:

- Consideration of supporting evidence (FASTag logs, GPS data,

Friends,

April brings with it the dawn of a new financial year, a time for renewal, recalibration, and recommitment. However, for the logistics sector, this time of year also brings a familiar set of unresolved issues that weigh down our operations. Harassment, compliance burdens, and uneven enforcement of tax laws continue to trouble our community. These are not isolated incidents - they are systemic, persistent, and in urgent need of reform.

As a united industry, it is only through collective voice and persistent advocacy that we can dismantle these long-standing barriers and chart a more efficient course for the future.

In this edition of Parivahan Pragati, we highlight pressing GST-related challenges and present actionable

proposals aimed at aligning policy with real-world logistics.

The GST Trap: Section 129 and Its Mis-application

A prime concern remains the misuse of Section 129 of the CGST Act, which has become a catch-all tool for penalizing even the most minor lapses. Despite no intent to evade taxes, field officers often invoke this section, leading to:

- Operational delays
- Legal battles and increased litigation
- Loss of trust among honest taxpayers
- Use of enforcement to meet arbitrary revenue targets

This practice punishes procedural lapses - not tax evasion—and undermines the vision of a transparent, technology-driven, trust-based tax system.

50
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port gate passes).

- Use of a graduated penalty approach (starting with Circular 64/2018).
- Mandatory documentation when choosing punitive actions under Section 129.

6. Decriminalizing the Transporter

Transporters should not be penalized for GST errors made by consignors or consignees. Detaining cargo for compliance is acceptable—but vehicles should be released promptly.

Expanding the Scope of Circular 64/2018

Although Circular 64/2018 has provided some relief, its scope must evolve to address modern logistics realities. AITWA recommends broadening its ambit to cover:

- Bill of Lading Errors: Minor clerical mistakes shouldn't override substantive compliance.
- Route Deviations: Legitimate diversions due to operational hurdles should be exempt from penalty if documentation is intact.
- Equipment Number Discrepancies: Serial number typos in large equipment transport must be viewed leniently if invoices are accurate.
- Multi-Stop Models: Modern logistics practices like hub-based delivery should be accepted as compliant when properly documented.

GTA Services: Addressing the FCM-RCM Divide

The dual taxation structure for Goods Transport Agency (GTA) services—under the Forward Charge Mechanism (FCM) and the Reverse Charge Mechanism (RCM)—has unintentionally disrupted the market balance.

Under FCM, GTAs can issue tax invoices and pay GST at either:

- 5% (without claiming Input Tax



Credit), or

- 12% (with ITC)

In contrast, under RCM, the recipient pays 5% tax and can claim ITC, effectively reducing the tax burden. Small GTAs, preferring to avoid output tax management, often opt for RCM—placing the compliance responsibility on larger, GST-compliant recipients.

This results in smaller GTAs under FCM bearing a disproportionate burden, weakening their competitiveness. Although the 12% FCM route permits ITC, it is often financially unviable. AITWA has therefore proposed reducing the 12% FCM rate to approximately 7–8%.

Unless ITC treatment is standardized across both FCM and RCM—or a unified taxation policy is introduced—this disparity will persist, undermining market equity.

In Summary: A Time for Listening

The challenges outlined above are just a few among many. Issues such as infrastructure gaps and digital compliance hurdles also demand attention. As integral players in India's growth story, the logistics sector

The challenges outlined above are just a few among many. Issues such as infrastructure gaps and digital compliance hurdles also demand attention. As integral players in India's growth story, the logistics sector deserves a regulatory framework that empowers rather than obstructs

deserves a regulatory framework that empowers rather than obstructs.

We urge the government to listen—not just to our grievances, but to our solutions. We do not ask for leniency but for logic. Not for privilege, but for parity.

Let this be the year when the logistics sector receives the policy clarity and support it has long deserved.

Let's move forward together.

X



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FCM and RCM: A Tug of War Over Disparity

In India, under the Goods and Services Tax (GST) framework, the Goods Transport Agency (GTA) services can be taxed under either the Forward Charge Mechanism (FCM) or the Reverse Charge Mechanism (RCM). The choices made by the GTA and the service recipients define who is responsible for paying and remitting the GST to the government.

Though the intent is to provide flexibility, practical implementation has led to noticeable disparities between the two mechanisms, particularly in terms of tax credit availability and overall tax incidence.

In FCM, the supplier (seller) charges GST on the goods or services provided, collects it from the buyer, and then deposits it with the government. For instance, if a manufacturer sells goods to a retailer, the manufacturer charges GST on the sale price, collects the tax from the retailer, and remits it to the government. The retailer can claim the Input Tax Credit (ITC) on the GST paid.

On the other hand, in RCM, the buyer (recipient) pays the GST to the government, even though the supplier is providing the goods or services. This usually applies in specific cases as determined by the GST Council. If a registered business buys goods or services from an unregistered supplier, the business must pay the GST under RCM and remit it directly to the government. The recipient can still claim Input Tax Credit (ITC).

Under FCM, GTAs can issue tax invoices and pay GST at either:

- 12 per cent GST with ITC benefit or

- 5 per cent GST with no Input Tax Credit (ITC)

In contrast, under RCM, the recipient pays 5 per cent tax and can claim ITC, effectively reducing the tax burden. Small GTAs, preferring to avoid output tax management, often opt for RCM—placing the compliance responsibility on larger, GST-compliant recipients.

This results in smaller GTAs under FCM bearing a disproportionate burden, weakening their competitiveness. Although the 12% FCM route permits ITC, it is often financially unviable.

Often we can witness disparity in the Treatment of the Input Tax Credit (ITC) but unless ITC treatment is standardized across both FCM and RCM—or a unified taxation policy is introduced—this disparity will persist, undermining market equity. To maintain a balance between RCM and FCM, All India Transporters' Welfare Association (AITWA) and the transport sector are proposing for below points;

- Reduction of GST on Transporters under FCM from 12 per cent to 5 per cent, aligning with the RCM rate. A reduction in the GST rate will help transporters manage operational costs efficiently and contribute to the Government's goal of reducing logistics costs.
- Withdrawal of ITC under FCM on Vehicles and Spare Parts: The current structure of Input Tax Credit (ITC-28 per cent) under the Forward Charge Mechanism (FCM) on vehicles and spare parts adds financial strain to transporters, and this amendment will



Ashok Goyal
National President, AITWA

help in increasing the revenue to the exchequer in totality.

- Reduction in GST on trucks and spare parts from 28 per cent to 12 per cent: The high GST rate on commercial vehicles and spare parts makes fleet expansion and maintenance expensive. Lowering GST on trucks from 28 per cent to 12 per cent will create a tax-neutral environment, benefiting both the transport industry and government revenue collection.

No doubt, the government has put their efforts and attempted to minimise disparities by issuing clarifications. For instance, it says that: If a GTA opts to pay GST at 12 per cent under FCM, it can avail ITC, thus levelling the field somewhat. However, at the concessional 5 per cent rate, the structural disparity remains unless both under FCM and RCM, ITC is consistently disallowed.

In short, while the dual options of FCM and RCM for GTA services under GST offer flexibility, they also lead to unintended disparities, particularly in terms of ITC availability and tax burden. These differences affect market dynamics, with RCM-based freight arrangements being more favoured, especially by organised businesses. To achieve true parity, there is a need for a more consistent alignment of ITC rules across both mechanisms or the consideration of a unified policy for GTA taxation.



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Single Window Permission for ODC / OWV Consignments

A major step forward in creating a more efficient, modern, and transparent transportation system, the Single Window Permission (SWP) system addresses one of the most critical needs in India's logistics landscape. The nation's rapidly evolving logistics and transportation sector heavily depends on the movement of Over Dimensional Cargo (ODC) and Over Weight Vehicles (OWV) to power infrastructure development, energy projects, and heavy industries. Because these consignments often exceed standard limits in size and weight, they require a series of regulatory clearances and safety checks to ensure public infrastructure remains protected and road safety is maintained.

To streamline this complex and time-consuming process, the government introduced the SWP system, which offers a centralized, coordinated, and transparent platform to manage and authorize the movement of ODC and OWV consignments across the country. For those unfamiliar with the terminology, Over Dimensional Cargo refers to shipments that go beyond the standard legal dimensions outlined in the Central Motor Vehicles Rules (CMVR), 1989. Specifically, the maximum permissible vehicle dimensions under these rules are 2.6 meters in width, 4.75 meters in height, 12 meters in length for rigid vehicles, and 18.75 meters for articulated trailers. Any cargo that exceeds these parameters in any direction is considered ODC and must be handled with special transport arrangements, permits, and safety measures.

ODC typically includes items like industrial equipment and machinery, wind turbine blades, generators, transformers, prefabricated structures, and oversized construction materials such as beams and girders. Transporting such cargo involves various challenges, including careful route selection to avoid infrastructure constraints like narrow roads or weak

Transporting such cargo involves various challenges, including careful route selection to avoid infrastructure constraints like narrow roads or weak bridges, acquiring multiple permits from different authorities, using escort vehicles for safety, and relying on specialized trailers like hydraulic modular or low-bed units

bridges, acquiring multiple permits from different authorities, using escort vehicles for safety, and relying on specialized trailers like hydraulic modular or low-bed units. These logistical complexities demand meticulous coordination among stakeholders to ensure full compliance with safety and transport regulations.

Meanwhile, Over Weight Vehicles are those whose gross vehicle weight — the total of vehicle and cargo — exceeds the limits prescribed by law, as defined in the Motor Vehicles Act, 1988 and the CMVR, 1989. Weight



Abhishek Gupta
General Secretary, AITWA

limits vary depending on the number and configuration of axles. When a vehicle's weight exceeds these legal thresholds, it becomes an OWV and requires specific permissions to travel on public roads. For example, a truck loaded with heavy machinery or a multi-axle trailer carrying large transformers could fall into this category. The regulation of OWVs is essential to prevent infrastructure damage, reduce risks to other road users, and avoid traffic congestion or vehicle breakdowns.

To address these challenges and simplify regulatory hurdles, the SWP system enables transporters to obtain all necessary approvals through a single digital portal. Previously, companies had to engage separately with highway authorities, traffic police, and public works departments to secure permissions — a fragmented, slow, and cumbersome process. The SWP platform eliminates this inefficiency by consolidating applications and facilitating coordinated responses from multiple agencies through one streamlined interface.

Under this system, applicants can

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Strength



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Vehicles/day
Managed on Road



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submit all documentation online — including vehicle specifications, cargo details, route maps, and safety certificates — and the portal automatically distributes the request to relevant authorities such as the NHAI, State PWDs, traffic police, and municipal bodies. Each department has a fixed timeline to process the request, and applicants receive real-time updates on the application status. The platform can also recommend optimized, infrastructure-friendly routes based on data like bridge load limits, underpass heights, and road widths. Fee payments can be made directly through the system, eliminating the need for separate transactions with individual departments.

The benefits of the Single Window Permission system are extensive. It drastically reduces processing times from weeks to days, making logistics planning faster and more predictable. It enhances the ease of doing business by minimizing delays and uncertainties in cargo movement, thereby encouraging industrial investment and timely project execution. The system also boosts accountability through digital traceability, allowing delays and inefficiencies to be quickly identified and addressed. Additionally, it ensures infrastructure safety by guiding heavy

loads through suitable routes and contributes to environmental sustainability by minimizing fuel use and emissions through more efficient routing.

Several government entities have already embraced the SWP approach. The Ministry of Road Transport and Highways (MoRTH) and the National Highways Authority of India (NHAI) are leading the way with platforms like the National Highways Logistics Management Limited (NHLML) ODC portal. State-specific portals in Maharashtra, Gujarat, and Karnataka further demonstrate how the SWP model is being successfully adopted across regions. The timely and reliable movement of ODC and OWV consignments is especially critical for infrastructure projects such as metro rail systems, power plants, and renewable energy installations — all of which depend on the smooth flow of large equipment and materials.

Despite its advantages, the SWP system is not without challenges. Currently, separate permissions are still required from each state, leading to inconsistent charges and delays of two to three days in some cases. While MoRTH has developed an online system for issuing permissions for super ODC consignments using hydraulic axles, there is a pressing

need to extend or adapt this framework to cover mechanical trailer-based ODC and OWV movements as well. A unified system that handles end-to-end applications — including online payment of state-level fees — would enable permits to be issued from the point of origin to the final destination, eliminating unnecessary delays and improving nationwide visibility of ODC consignments. It would also reduce en route penalties and downtime while promoting digital payment adoption.

Future enhancements to the SWP system could include integration with GIS-based route tracking for live monitoring, the use of blockchain technology for secure document verification, and the development of mobile applications for easier access and real-time interaction. These additions would make the system more robust, user-friendly, and secure.

In conclusion, the Single Window Permission system for ODC and OWV consignments marks a transformative step in India's transportation and logistics infrastructure. By replacing fragmented approvals with a unified digital interface, the system accelerates project timelines, protects infrastructure, fosters industrial growth, and promotes sustainable transportation practices.

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Logistics in Limbo: Why India's Freight Sector Needs Reform, Not Resistance

By all accounts, the introduction of the Goods and Services Tax (GST) was meant to be transformative. A streamlined, transparent, and trust-based tax regime promised to unify the nation's markets and cut through layers of bureaucratic complexity. But for India's transporters and logistics providers—the people who keep goods moving—this promise remains stubbornly unfulfilled.

Rather than enabling efficiency, GST compliance often becomes a friction point. Each new financial year, instead of delivering a clean slate, reopens a familiar playbook of operational delays, inconsistent enforcement, and punitive penalties. The system, it seems, too often punishes process flaws more harshly than actual fraud.

Section 129: A Symptom of the Problem

At the heart of the logistics industry's discontent is the frequent misuse of Section 129 of the CGST Act. Originally designed to deter tax evasion, this provision has become a dragnet for even minor documentation lapses—leading to vehicle detentions, delivery delays, costly litigation, and a growing trust deficit between businesses and tax authorities.

Transporters have raised concerns that Section 129 is often invoked to meet informal revenue targets, rather than address deliberate evasion. When enforcement prioritizes penalty over process, the system no longer serves the economy—it hinders it.

AITWA's Reform Agenda:

Grounded in Reality

The **All India Transporters Welfare Association (AITWA)** has presented a set of thoughtful, pragmatic recommendations to correct this enforcement overreach without diluting compliance. These are not calls for leniency, but for logic.

1. Digital Receipt Acknowledgment

Require GST-registered buyers to electronically confirm delivery of goods. This simple step would lock e-way bills and prevent fraudulent claims of non-receipt.

2. Rational Transit Timelines

Transit deadlines should start from the point goods actually begin moving (e-way bill Part B), not from when paperwork is issued (Part A). This would reflect real-world transport conditions.

3. E-Invoicing Exemption from E-Way Bills

To reduce redundancy, e-invoiced consignments should be exempt from separate e-way bill generation—streamlining documentation.

4. Validity Buffer

Introduce a 12-hour buffer before and after e-way bill expiry to accommodate inevitable real-world delays, especially those occurring outside working hours.

5. SOP for Enforcement Officers

Mandate uniform procedures for enforcement, including:

- Use of GPS, FASTag, and port logs as valid proof
- Tiered penalty structures as per Circular 64/2018



Pradeep Singal
Chairman, AITWA

- Documentation before invoking detentions under Section 129

6. Decriminalize the Transporter

Transporters should not be penalized for GST errors committed by the consignor or consignee. Goods may be detained for investigation, but vehicles must be released promptly to avoid business disruption.

Reviving Circular 64/2018

Circular 64/2018 was a step in the right direction, offering guidance for rational penalties. However, it needs urgent expansion to cover:

- Clerical errors in invoices or bills of lading
- Route deviations due to weather or infrastructure issues
- Serial mismatches in multi-trailer consignments
- Properly documented hub-and-spoke or multi-stop deliveries

GTA Services: Rationalizing the Dual Regime

The dual GST mechanism for **Goods Transport Agency (GTA)** services—Forward Charge (FCM) and Reverse Charge (RCM)—has created structural asymmetry. RCM favors large, GST-compliant buyers

who can claim ITC, while small GTAs under FCM face a compliance-heavy burden and limited incentives.

Though GTAs can opt for 12% GST under FCM to claim ITC, the rate often outweighs the benefit. AITWA proposes a reduction of this rate to 7–8%, striking a balance between compliance flexibility and revenue neutrality.

The Case for a Seamless ODC/OWV Movement

Another critical piece of India's logistics puzzle is the movement of **Over Dimensional Cargo (ODC)** and **Overweight Vehicles (OWV)**—essential for infrastructure projects like metro systems, power plants, and renewable energy installations. Historically, obtaining movement permissions for these consignments has involved navigating a maze of state departments, resulting in costly delays.

The government's answer to this challenge is the **Single Window Permission (SWP)** system—a digital platform that consolidates approvals from various agencies into a single, streamlined process.

Key Features of SWP

- **Online Application** for documents such as vehicle specs, cargo details, and safety certificates
- **Automatic Routing** to all relevant authorities (NHAI, PWD, Police, Municipalities)
- **Time-Bound Processing** for faster clearances
- **Real-Time Status Updates** to keep applicants informed
- **Route Optimization** based on infrastructure capacity and constraints
- **Integrated Fee Payment** to avoid offline bottlenecks

The Benefits Are Clear

- **Faster approvals**, reducing weeks



to days

- **Improved accountability**, with full digital traceability
- **Better infrastructure protection**, by avoiding improperly routed loads
- **Environmental gains**, through reduced fuel use and optimized routes
- **Enhanced ease of doing business**, encouraging investment and project execution

Closing the Gaps in SWP

Despite its success, SWP still faces operational roadblocks:

- **Interstate Permissions** are still handled separately, leading to inconsistent fees and processing times
- **Limited Scope** for mechanical trailer-based transport, which constitutes a majority of ODC/OWV movement

To unlock its full potential, SWP needs to evolve into a **truly pan-India system**. This includes:

- **Unified clearance** from origin to destination
- **Online payment** of all state-level fees
- **Nationwide visibility** of cargo

through digital tracking

- **Integration of GIS route planning, blockchain for documentation, and mobile interfaces** for user convenience

Conclusion: Policy Must Reflect Ground Reality

India's logistics sector doesn't need favors—it needs fairness. The current approach, driven more by enforcement than empathy, fails to recognize the operational complexity and economic importance of freight movement. The road to reform lies not in loosening compliance, but in **making it logical, predictable, and aligned with technology**.

With the right course corrections—from modernizing Section 129 enforcement to upgrading the SWP ecosystem—India has the opportunity to transform its logistics framework from a bottleneck into a backbone.

It's time for policy to shift gears—from penalty to productivity, from obstruction to opportunity.

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"It is during our darkest moments that we must focus to see the light." — Aristotle

Multiple Challenges, One Sector

Discussing Labor Shortage As Main Challenges.

The logistics industry is grappling with multiple challenges, including rising costs, skilled labour shortages, inadequate road infrastructure, limited land availability for warehousing, and regulatory pressures—all of which disrupt supply chain operations.

Insufficient road infrastructure and congestion are causing significant delays, directly impacting supply chain efficiency. Additionally, India's warehousing sector remains highly fragmented, with numerous small and unorganized players leading to inefficiencies, a lack of standardization, and restricted scalability. As economic activity picks up, demand for logistics increases, further underscoring the need for land availability in and around metropolitan cities to support warehousing expansion.

Near-term challenges such as competitive pressures preventing freight rate hikes, an inflationary economic environment, and persistently high diesel prices add to the complexities faced by logistics firms. In response, companies must strike a balance between cost management, workforce development, and technology investment to maintain their competitiveness.

Despite these hurdles, collaborative efforts between the industry and the government can help navigate these obstacles, fostering a more resilient, efficient, and sustainable logistics sector. Moreover, adopting advanced technologies—including automation, artificial intelligence, and the Internet

of Things—can mitigate rising labour costs and enhance operational efficiency.

Supported by various government initiatives and policies, diverse sectors such as e-commerce, FMCG, retail, chemicals, pharmaceuticals, and industrial goods are steadily meeting market expectations.

India's labour shortage presents a major challenge, not only hindering its global manufacturing aspirations but also affecting logistics companies. The struggle to scale production and meet new orders—both for sector expansion and international buyers—is exacerbated by difficulties in hiring additional workers. This shortage poses a direct challenge to businesses, constraining their ability to fulfil orders and grow within the logistics space.

Beyond manufacturing, labour shortages have widespread consequences, impacting the entire supply chain and limiting the growth potential of industries reliant on logistics. Reports from the National Skill Development Corporation and the Confederation of Indian Industries highlight the severity of the issue. In 2022, the estimated demand for skilled labour stood at approximately 103 million workers, while supply lagged significantly, falling short by 29 million—a gap that threatens India's vision of becoming a global manufacturing hub and economic powerhouse.

The causes of this labour shortage are varied. Annual migration of 5 to 6 million interstate workers, coupled with wage concerns, inadequate



SK Kedia
National Treasurer, AITWA

education, skills development gaps, and negative perceptions of manufacturing jobs, all contribute to the issue. The COVID-19 pandemic further exacerbated the problem, though its roots extend back several years.

The implications of labour shortages are profound, affecting India's ability to meet market demand, fulfil orders, and advance technology in manufacturing. Skilled workers are vital for innovation and the implementation of advanced manufacturing techniques. If left unaddressed, these workforce challenges may continue to impede India's emergence as a dominant player in global manufacturing and logistics.

A holistic approach is necessary to bridge the labour gap. Collaboration among government agencies, educational institutions, and industry stakeholders can drive progress. Offering enhanced incentives—such as improved working conditions, higher wages, access to emergency healthcare, and housing near industrial clusters—can attract and retain workers, strengthening India's manufacturing and logistics sectors.



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Mahindra Plans to Buy Rs 555 Crore Major Stake in SML Isuzu

In a momentous strategy to expand market presence and deepen market knowledge while offering cutting-edge solutions, Mahindra and Mahindra (Mahindra) announced that it has agreed to acquire a 58.96 percent stake in SML Isuzu (“SML”) at Rs 650 per share, an outlay of Rs 555 crore. Mahindra and Mahindra aims to make an open offer following the SEBI Takeover Regulations. The acquisition proposal is a step towards establishing a strong presence in the >3.5T commercial vehicle segment as compared to a 52 percent market share in the <3.5T light commercial vehicle segment.

The Mahindra Trucks and Buses division has gradually crossed significant growth-oriented milestones over the past few years. This acquisition will double the market share to 6 percent, with a plan to increase this to 10-12 percent by FY31 and 20 percent more by FY36. As part of the transaction, Mahindra plans to acquire the entire stake of 43.96 percent held by Sumitomo Corporation, promoter of SML, and separately acquire 15 percent stake held by Isuzu Motors, public shareholder of SML, with a total proposal consideration of Rs 555 crore. With this strategic move, Mahindra aims to take things a notch higher while ensuring to continue SML Isuzu’s profitable operations, strong manufacturing, and solid engineering capabilities. The transaction, including the open offer, is subject to the approval of the Competition Commission of India and



is expected to be completed by 2025, following SEBI Takeover Regulations. Let’s hear what the entity has to say regarding this move:

Anish Shah, group CEO and MD, Mahindra Group, said, “The acquisition of SML Isuzu marks a significant milestone in Mahindra Group’s vision of delivering 5x growth in our emerging businesses. This acquisition is aligned with our capital allocation strategy for investing in high potential growth areas which have a strong right to win and have demonstrated operational excellence,” reported TrucksDekho.

Rajesh Jejuriar, executive director and CEO, auto and farm sector, Mahindra and Mahindra, said, “SML brings a strong legacy, a loyal customer base, and a credible product portfolio that complements Mahindra’s existing offerings in the trucks and buses segment. This acquisition is a pivotal step toward our ambition to become a full-range, formidable player in commercial vehicles by enhancing market

coverage, unlocking operating leverage through platform consolidation, a unified supplier and network base, and better plant utilisation. Together, we are well-positioned to scale rapidly and drive profitable growth.”

Incorporated in the year 1983, SML Isuzu is a company that is listed as a well-recognised brand, featuring a strong history and pan-India presence in the trucks and buses manufacturing segment. SML is a market leader in the ILCV buses segment, with around 16 percent market share. The company reported operating revenue of Rs 2,196 crore and EBITDA of Rs 179 crore in FY24. SML offers significant potential to unlock value through its ecosystem, featuring affordable products, network, brand, manufacturing, talent, and product complementarities. Together, Mahindra aims to further enhance its market position, offering comprehensive solutions for customers seeking top-notch products and services in India.

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ABOUT US

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

WHY CHOOSE US?

The company is IBA approved with code no.DLA-2281 is MSME registered, and also has FSSAI registration for transportation of edible and pharmaceutical products.

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Eicher Motors Organises Women Transporters Delegation at Its Bhopal Plant to Modernise Commercial Mobility

Eicher Trucks & Buses, a division of VE Commercial Vehicles (VECV), recently hosted its second Woman Transporters Delegation Program at its Bhopal manufacturing facility to promote inclusion of women in the Indian commercial vehicle (CV) industry. The event's main goal was to examine how digitisation, alternative fuels, and innovative transportation solutions are changing the industry.

In keeping with its 'Nayi Soch, Naye Raaste' (New Thinking, New Roads) concept, which emphasises creative methods of modernising commercial mobility, Eicher Trucks and Buses partnered with industry veteran Girish Mirchandani on this initiative. As a part of this initiative, the women's delegation program was conducted in Bhopal.

Senior Women Leaders and Executive Management from VECV participated in interactive sessions. Significant changes in the industry and new prospects for women in the field were the main topics of these conversations. The Eicher Pro X and Eicher Pro 2055 EV, two of the company's most recent developments in EV, were tested by the participants. This gave the company's electric vehicle technology some real-world experience.

Vinod Aggarwal, MD & CEO, VECV, stated, "At Eicher Trucks and Buses, we firmly believe that inclusivity and diversity strengthen businesses and drive growth. Technology and digital

Vinod Aggarwal, MD & CEO, VECV, stated, "At Eicher Trucks and Buses, we firmly believe that inclusivity and diversity strengthen businesses and drive growth. Technology and digital solutions are transforming the industry, making businesses smarter and more efficient. While we are taking steps to improve diversity and inclusion internally through initiatives like an all-woman assembly line in Bhopal, we thank you for working with us to foster innovative approaches in the commercial vehicle industry," reported Trucks Dekho

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Bhopal, we thank you for working with us to foster innovative approaches in the commercial vehicle industry," reported Trucks Dekho.

Expressing his views on Indian CV industry, Bhagwan K. Bindiganavile, EVP, Strategic Planning, Brand & Communications, VECV, said, "The Indian CV industry is transforming rapidly, guided by honourable Prime Minister Narendra Modi's vision of Seven Cs for mobility solutions – Common, Connected, Convenient, Congestion-free, Charged, Clean, and Cutting-edge."

Plant tours, interactive seminars, electric vehicle test drives, and panel discussions on industry trends and problems were all part of the two-day women transporter delegation program. The participants looked at the new generation paint shop and the robotised cab line. The all-female Eicher Pro X assembly line was part of the delegation's tour of the company's Bhopal plant. These tours gave a close-up look at Eicher's Industry 4.0 production methods.

Montra Electric and Magenta Mobility Join Hands to Accelerate Electric Truck Adoption



To enhance the integration of commercial-grade electric propulsion system-based trucks into the logistics ecosystem in India, Montra Electric and Magenta Mobility have signed a Memorandum of Understanding (MoU). Under this partnership, Tivolt Electric Vehicles – SCV division of Montra Electric – will supply 100 Eviator E350L electric trucks to Magenta Mobility, a leading EV logistics entity. Enabling deployment across diverse applications, including FMCG, grocery, e-commerce, and telecom operations, Magenta Mobility aims to enhance its ability to offer sustainable and efficient logistics solutions to its clients.

The Montra Eviator E350L vehicles launched at the Bharat Mobility Global Expo 2025 stand out with their top-notch performance capabilities, best-in-segment specifications and advanced software-defined vehicle (SDV) and telematics solutions. To make things more interesting, Montra Electric will provide tailored service and charging solutions to maximise uptime and operational efficiency for Magenta Mobility's fleet. The primary focus of Magenta Mobility is to increase daily mileage, enable intercity operations, and enhance driver comfort and safety with the adoption of Montra Eviator E350L vehicles.

Saju Nair, chief executive officer, TIVOLT Electric Vehicles (SCV

division of Montra Electric), said, "We are delighted to join hands with Magenta Mobility, and this collaboration marks a significant step in our mission to drive electrification in commercial logistics. Our Eviator features innovative technology, industry-leading total cost of ownership, and will ensure maximum profitability for our customers. By partnering with Magenta Mobility, we are not just supplying electric vehicle solutions but are also delivering a complete ecosystem that ensures efficiency, reliability, and profitability for fleet operators," reported Trucks Dekho.

Maxson Lewis, managing director and CEO, Magenta Mobility, said, "We are excited to collaborate with Montra Electric. Magenta Mobility is always committed to sustainable and efficient logistics in India, and Montra Electric's Eviator perfectly aligns with our vision to revolutionise green logistics in the country."

Montra Electric will closely work with Magenta Mobility to understand their specific applications, delivering tailored service and charging solutions that maximise uptime and profitability. Under this partnership, they will introduce India's first true EV in the 3.5-tonne segment, redefining standards for sustainability, efficiency, and performance in commercial transportation. With this partnership, Montra Electric and Magenta Mobility are focused on accelerating the adoption of EVs, especially in the four-wheeler small commercial vehicle (e-SCV) segment. As India moves towards green mobility, the partnership between Montra Electric and Magenta Mobility will help in redefining the sustainable commercial EV space.

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Know All About Indian Commercial Vehicle Market Share in March 2025

In its March 2025 monthly retail sales report, the Federation of Automobile Dealers Associations (FADA) listed the top-selling commercial vehicle (CV) manufacturers along with their market share. The Indian CV segment recorded a retail of 94,764 units in the domestic market in March 2025, indicating a 2.68% YoY sales growth, compared to retail sales of 92,292 units in March 2024. Let's examine with TrucksDekho the commercial vehicle sales by brand in March this year.

Retail sales of Tata Commercial Vehicles fell 8.4% YoY from 33,272 units sold in March 2024 to 30,474 units sold in March 2025. In March 2025, the company managed to maintain its largest market share of 32.16%, even though monthly sales in the Indian CV retail sector declined. This month, the brand's market share has decreased from 36.05% in March 2024.

In March 2025, Mahindra & Mahindra sold 24,170 units, a 10.79% YoY rise from March 2024's sales of 21,816 units. The brand grew its market share from 23.64% in March 2024 to 25.51% in March 2025, making it the second-largest player in the Indian retail commercial vehicle market.

According to the FADA's list of the top-selling CV brands in March 2025, Ashok Leyland is the third-largest commercial vehicle manufacturer in India, with a 17.27% market share in the CV retail sector. The company's



retail sales grew by 5.9% YoY from March 2024 to March 2025, from 15,452 units to 16,365 units.

Compared to the 6,814 units sold in March 2024, VE Commercial Vehicles saw a slight YoY drop in sales of 0.54% in March 2025, with 6,777 units sold. In March this year, its market share slightly declined from 7.38% in March last year to 7.15%. In March 2025, Maruti Suzuki sold 3,930 units, up 15.45% YoY from 3,404 units sold the previous year in the same month. It held a 4.15% market share in March 2024.

Force Motors had a market share of 2.84% in March 2025 after selling 2,692 units, a notable YoY growth of 72.67% YoY from the 1,559 units sold in the same month in 2024. With retail sales of 1,850 units in March 2025 compared to 1,920 units in March 2024, BharatBenz Commercial Vehicles had a decline in sales of

3.64% YoY and a market share of 1.95%.

In the retail commercial vehicle market, SML Isuzu witnessed a rise in sales of 13.1% YoY in March 2025, selling 1,027 units compared to 908 units in March 2024. Comparable to 0.98% in March 2024, the company's market share in this year's March is 1.08%. The sales of the other CV manufacturers grew 4.64% YoY from 7,147 units sold in March 2024 to 7,479 units sold in March 2025.

Retail sales of commercial vehicle categories, including LCV and MCV, grew 5.57% YoY and 12.43% YoY in March 2025, respectively, while the HCV category observed a sales decline of 4.87% YoY. Compared to February 2025, when 82,763 units were sold, the retail CV sector reported a 14.50% MoM (month-on-month) increment in sales in March 2025.

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"All you need is the plan, the road map, and the courage to press on to your destination."— Earl Nightingale

Best Electric Commercial Vehicle Brands in Retail in FY 2025

The Federation of Automobile Dealers Associations (FADA) has published the electric commercial vehicle retail sales numbers for the financial year 2025. The Indian commercial vehicle segment saw 0.9% EV penetration in FY2025, comparable to the 0.8% in FY2024. Let's examine with Trucks Dekho the retail sales and market share of electric commercial vehicles by OEM (Original Equipment Manufacturer) in FY25.

With a 23.43% YoY retail sales decline in FY2025, Tata Commercial Vehicles dominated the electric commercial vehicle market in India by selling 4,286 units compared to 5,598 units sold in FY2024. The company reported a significant drop in its market share from 65.91% in FY 2024 to 48.46% in FY2025.

Switch Mobility from Ashok Leyland saw a notable 427.41% YoY increase in retail sales, selling 981 units in FY 2025 as opposed to 186 units in FY 2024. The company's market share increased from 2.19% in FY2024 to 11.09% in FY2025. While Switch IeV4 and IeV3 are among the company's flagship models, the IeV8 was recently on display at the Auto Expo 2025.

The Mahindra Group recorded a small YoY sales rise of 66.34% in FY 2025, selling 860 units of electric commercial vehicles, compared to 517 units sold at retail in FY 2024. Compared to 280 units in the last financial year, Mahindra Last Mile Mobility helped to retail 849 units this financial year. Mahindra Group's

market share increased from 6.09% in FY 2024 to 9.72% now.

Olectra Greentech had a remarkable increase in its market share in electric commercial vehicles, going from 5.14% in the last fiscal year to 8.03% in this fiscal year of 2025. The

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PMI Electro Mobility Solutions registered the retail sales of 482 units in the last fiscal year, compared to 382 units sold in the current fiscal year, reflecting a sharp 26.17% YoY sales growth and market share of 5.45%. JBMAuto sold 379 units in FY 2025 at retail in the domestic market compared to 530 units in FY 2024, resulting in a market share of 4.29%.

Thanks to the recently launched

Eicher Pro X and wide electric bus portfolio, VECV holds 1.93% market share in FY25 after selling 171 units compared to 126 units in FY24. EKA Mobility, a division of Pinnacle Mobility, observed an 86.48% YoY sales growth in FY 2025, selling 138 units at retail as opposed to 74 units in FY 2024. The company's market share increased from 0.87% in FY 2024 to 1.56% in FY 2025.

In the fiscal year 2025, Montra's IPL Tech Electric sold 124 units at retail as opposed to 40 units in FY2024, giving them a significant 1.4% market share and a 210% YoY sales growth during this time. The company's Eviator and Rhino 5536e are the two most popular electric CV models.

With the retail sales of 122 units of electric commercial vehicles in FY2025, Omega Seiki Mobility experienced a 17.3% YoY sales growth from retail sales of 104 units in FY2024. The company's market share has slightly increased from 1.22% to 1.38% this financial year. Its recently showcased OSM MIKA 3.0 model can also contribute to elevating its market share.

Other than the electric commercial vehicle manufacturers mentioned above, retail sales of 591 units were recorded in FY 2025, up 18.2% YoY from 500 units sold in FY 2024. To transform the Indian electric CV market, many emerging companies, like Jupiter Electric Mobility, EVage, I-Board, and others, are entering the market. You can expect the changes in the best-selling electric commercial vehicle brands list in the coming months.

Top 5 Trucks Under Rs. 10 Lakhs in 2025

If you're a small or medium business owner looking to start or expand your fleet, or if you are looking for a single truck, under a Rs. 10 lakh budget, or if you're looking for trucks that can offer good fuel economy, enough payload capacity for operations like last-mile mobility, and low maintenance cost, here are the 5 trucks under Rs. 10 lakhs that you can consider. The trucks on this Trucks Dekho list offer multiple applications, as well as are capable of operating in rural, semi-urban, as well as urban areas.

1. Ashok Leyland Saathi - Rs. 6,50,000/- (Ex-showroom)

The recently launched Saathi offers a lot more than just a low price, which starts at just Rs. 6.5 lakhs. It comes with a powerful 1.5-litre diesel engine that churns out 45hp of power and a peak torque of 110Nm. The best part about this diesel engine is that it comes with LNT technology, which means that there is no need for adding AdBlue, thus reducing the running cost significantly. Ashok Leyland Saathi offers a fuel economy of approximately 20 kmpl.

The cabin comes with a refreshed look and it comes with air conditioning, which comes really handy in the peak summers in India. Talking about the features, it also gets a 12V charging port, music system, mobile holder, center arm rest, and a lockable glove box.

It also gets the best-in-class loading area of 4.1 sq.m. It comes with a payload capacity of 1120kg.

2. Mahindra Veero - Rs. 7,99,000/- (Ex-showroom)

Launched last year, Mahindra Veero took the market by storm. It boasts

class-leading safety features, including a driver airbag for the first time in the segment. Built on Mahindra's 'Urban Prosper Platform', the Mahindra Veero comes with diesel and CNG drivetrain, and we can expect it to come with an electric powertrain sooner or later.

For the diesel, it gets a 1.5-litre mDi diesel engine that produces 80hp of power and a peak torque of 210Nm. For the CNG, it gets a Turbo mCNG engine that produces 90.1hp of power and a 210Nm peak torque. It offers a fuel economy of 18.4kmpl for the diesel engine and the CNG one gets a 19.2km/g economy.

Mahindra Veero has a rated payload capacity of 1600kgs for the diesel variant and 1500kgs for the CNG one. It comes with three cargo body options, standard deck, high-side deck, and CBC.

3. Tata Intra V50 Gold - Rs. 9,14,000/- (Ex-showroom)

Tata Motors has a majority share in the market when it comes to commercial vehicles and the Intra range is one of the key reasons behind it. The Tata Intra V50 Gold offers a 1.5-litre diesel engine that churns 80hp of power and a peak torque of 220Nm. It comes with a 37% gradability, which is essential for plying in the city and even inter-city operations. With a 35-litre fuel tank and a fuel economy of approximately 20kmpl, it offers a low running cost and longer range per refuelling.

As for the payload capacity, it comes with a 1700kg rated payload capacity which is capable of multiple last-mile operations. It comes with a walk-through cabin and features like hydraulic power-assisted steering, gear shift advisor, air conditioning, etc.

Tata Intra V50 Gold might not feel much as compared to the others in the list but it really is a capable truck that comes with Tata's brand presence and service network.

4. Euler Storm EV - Rs. 8,99,000/- (Ex-showroom)

After a huge success in the market with the Hi-Load electric cargo three-wheeler, Euler has launched the Storm EV, company's first four-wheeler. It comes in 2 variants, T1250, for intracity operations and LongRange 200 for intercity operations. Euler claims that the Storm EV comes with 11 first-in-class features such as ADAS (night-vision assist, front collision alert, etc.), a 10.25-inch touchscreen system, 1 GB of free data per day for internet, sequential LED headlamps and much more.

Performance-wise, it has an impressive 160Nm of torque and a payload capacity of 1250 kg. With fast charging, the Euler Storm EV takes just 15 minutes to charge and provides 100 km of range and takes less than an hour for a full charge. You also get three driving modes: Range, Thunder, and Rhino.

5. Mahindra Zeo - Rs. 7,52,000/- (Ex-showroom)

Mahindra LMM's first electric 4-wheeler, Zeo, took the market by storm by offering the highest range in the segment. The real-world range of the Mahindra Zeo is more than 160 km. It also comes with a battery warranty of 7 years/1.5 lakh kms, which takes away the range anxiety.

It comes with features like creep mode and hill hold assist that are really helpful for the driver. Mahindra Zeo comes with 40 hp of power and a peak torque of 114Nm. It also comes with a class-leading payload capacity of 765kg. As for the battery, it comes with two options, 18.4 kWh and 21.3 kWh. With the standard 3.3KW AC charging, the 18.4 kWh battery pack takes 6 hours to charge while the 21.3kWh takes 7 hours 10 minutes. With DC fast charging, it takes hardly 65-70 minutes to charge from 0 to 80%. The running cost for Mahindra Zeo is Rs. 1.6 per km.

I-Alert Fleet Telematics To Make Commercial Vehicles Smarter

Are you aware of the technology Ashok Leyland uses to keep an eye on its truck fleet? Here are the details about the i-Alert fleet telematics system.

Logistical businesses feel that fleet management optimisation is urgently needed in the rapidly changing trucking and transportation sector to save operating costs, improve customer service, and increase safety. Businesses, therefore, favour incorporating cutting-edge fleet management solutions in their commercial vehicle fleets.

To help businesses effectively manage their trucks and logistical operations, Ashok Leyland commercial vehicles that comply with BS6 are outfitted with i-Alert telematics technology. An intelligent fleet telematics system called i-Alert assists customers in maximising company returns in several ways. Let's see how customers benefit from i-Alert technology in their daily business operations.

Basic vehicle performance analysis and location tracking-based services are some of the core areas of the conventional telematics systems that are now on the market. In contrast to them, iAlert telematics of Ashok Leyland Trucks is a cutting-edge fleet management solution that serves as your personal assistant through the following advanced features.

1. Real-Time Vehicle Tracking

The BS6 commercial vehicle's embedded device sends position data to the server. The server plots the data on a map and displays it every other second. In this way, fleet owners can monitor their vehicles' location



exactly to help bring transparency to their transportation business.

In this way, the fleet owners can comprehensively check the behaviour and performance of their fleet operators. They can get an idea about the driver's productivity and the safety of their assets by tracking the real-time position of their vehicles.

2. Fuel Consumption Analysis

Installing fuel tank sensors or making any further financial investments is not necessary when using the iAlert telematics technology to track fuel levels. i-Alert gives reports on fuel theft and precise fuel filling statistics. It adds a fuel management suite to optimise the fuel consumption to the last drop.

With this feature, fleet owner-cum-operator can burn less and earn more through their Ashok Leyland commercial vehicles. This fleet telematics allows you to completely control all your business trips to manage distance and fuel consumption.

3. Home-Grown Connected Vehicle

Data from the commercial vehicle's numerous sensor inputs may also be disseminated by the device. This feature is very useful for reefer (a refrigerated trailer used to transport perishable goods) and other application-specific data. It gives deep fleet insights to enable quick decisions.

Ashok Leyland claims that its proactive vehicle service support can stop your vehicle's failure before it stops you. During critical events, you can get alerts and notifications on a real-time basis. It offers geo-fencing, which claims to provide customised control with digital boundaries.

The utilisation of commercial vehicles by fleet owners and operators could be completely transformed by i-Alert telematics technology, according to Trucks Dekho. It would aid in effective fleet management for company profitability with the right data to evaluate vehicle performance, health, and real-time reports like driver management and trip management.

NHAI Achieves Robust Growth in National Highway Construction During FY 2024-25

Working relentlessly towards development of the National Highway infrastructure in the country, National Highway Authority of India (NHAI), during the Financial Year 2024-25, constructed 5,614 km of National Highways against the target of 5,150 km for the year.

In addition, the Capital Expenditure by NHAI in Financial Year 2024-25 for development of National Highway Infrastructure reached an all-time high of over Rs. 2,50,000 Crore

(provisional) against a target expenditure of Rs. 2,40,000 Crore. This highest ever capital expenditure in a Financial Year by NHAI includes both Government budgetary support and NHAI's own resources. The overall capital expenditure increased by around 21 percent as compared to Rs. 2,07,000 Crore in previous FY 2023-24 and by around 45 percent as compared to Rs. 1,73,000 Crore in FY 2022-23.

During FY 24-25, NHAI leveraged three modes for monetization, that included Toll Operate Transfer (TOT),

Infrastructure Investment Trust (InvIT) and Toll Securitisation. During the Financial Year, NHAI monetized assets for a total of Rs. 28,724 Crore. This includes NHAI's highest ever single round InvIT receipt worth Rs. 17,738 Crore.

NHAI is committed to build world class National Highway infrastructure across the country that will contribute not only to the growth of the road sector but will also play a critical role in nation building and advancing the growth of the Indian economy.

National Highways Excellence Awards 2023

To recognize professionals delivering excellence in National Highway development, the sixth edition of 'National Highways Excellence Awards 2023' (NHEA 2023) were held at Bharat Mandapam in New Delhi. Hon'ble Minister for Road Transport and Highways, Shri Nitin Gadkari along with Shri Harsh Malhotra, Hon'ble Minister of State and Dr V.K. Saraswat, Member, NITI Aayog; senior officials from MoRTH, NHAI and other stakeholders were present on the occasion.

NHEA 2023 commemorated various officials and concessionaire/contractors for their innovation and exceptional performance. Out of total 125 nominations, 22 entries were shortlisted by the jury through multiple assessment rounds and five awards for outstanding projects were awarded in different categories. In the 'Excellence in Project Management (PPP)' category, the winner H.G. Infra Engineering Ltd was conferred with the Silver Award for the project Ateli Mandi to Narnaul section of NH-11 &

Narnaul Bypass as an economic corridor in Haryana. Under the 'Excellence in Project Management (EPC)' category, Bhartia Infra Projects was awarded the Silver Award for Hakanjuri to Khonsa section of NH-315A in Arunachal Pradesh. The 'Excellence in Operation & Maintenance (Flexible)' category had Nanguneri Kanyakumari Tollway Pvt Ltd being bestowed with the Gold Award for Madurai to Kanyakumari of NH-7 Package 4 in Tamil Nadu. In the Green Highways category, Ashoka Buildcon Ltd won the Gold award for Kandi to Ramsanpalle section of NH-161 in Telangana and Deccan Tollways Ltd won the Silver Award for Maharashtra-Karnataka border to Sangareddy section of NH-65 in Karnataka and Andhra Pradesh.

The Best Engineer Award was conferred to Shri Navratan, DGM & PD, NHAI, Shri Devender Kumar, GM, NHIDCL and Shri Subhash Chandra, RO Itanagar, MoRTH. Special recognition was given to Uralungal Labour Contract Co-operative Society (ULCCS) for its

unwavering commitment to quality, transparency and social responsibility. Encouraging adoption of innovative practices in National Highway development, Hon'ble Minister for Road Transport and Highways, Shri Nitin Gadkari in his keynote address said, "Our goal is to raise the bar for quality, ownership & decision-making in road construction. With collective responsibility, we can create global benchmarks & achieve higher daily construction targets."

Focused panel discussions with senior officials, academicians from various IITs, representatives of research institutes and industry experts were also held on various aspects of highway development which included deliberations on 'New technologies in Highway Construction and Use of Technology in Quality Control', 'Highway Development in Hilly Areas', 'Rating of DPR Consultants/AEs and Road Construction Agencies' and 'Emergence of Indian Construction Companies as Global Players'.

NHAI to Develop Guwahati Ring Road on BOT (Toll) Mode at a total Cost of Rs 5,729 Crore

Contributing towards the development of the North-East region of the country, NHAI has signed concession agreement with M/s Dineshchandra R Agrawal Infracon Pvt. Ltd in presence of NHAI Chairman, Shri Santosh Kumar Yadav and senior officials of NHAI. The 121 km long Guwahati Ring Road shall be developed at a total cost of Rs. 5,729 Crore on Build Operate Toll (BOT) Mode with zero grant. The concession period of the contract is 30 years, including construction period of four years. Providing impetus to the project, the State Government of Assam will bear 50% of land cost, provide exemption from royalty on aggregates and state portion of GST contributing about Rs. 1,270 crore. Thus, the gross project cost is about Rs. 7,000 crore.

The Guwahati Ring Road project will have three sections which include 56 km long 4-lane Access-Controlled Northern Guwahati Bypass, widening of the existing 8 km bypass on NH 27 from four lanes to six lanes, and improvement of existing 58 km long bypass on NH 27. Notably, a 3 km long major bridge over river Brahmaputra will be also constructed as a part of the project.

The Guwahati Ring Road will provide seamless connectivity to long-distance traffic plying on the East-West Corridor of NH-27, which is the gateway to North-East Region of the country. The development of the Ring Road will help to decongest Guwahati City and neighboring North- Eastern



The Guwahati Ring Road will provide seamless connectivity to long-distance traffic plying on the East-West Corridor of NH-27, which is the gateway to North-East Region of the country. The development of the Ring Road will help to decongest Guwahati City and neighboring North- Eastern states by bypassing major traffic coming from West Bengal/Bihar to Silchar, Nagaland and Tripura

states by bypassing major traffic coming from West Bengal/Bihar to Silchar, Nagaland and Tripura. The project will also provide seamless connectivity to major towns in the

region including Siliguri, Silchar, Shillong, Jorhat, Tezpur, Jogigopha, and Barpeta.

The Government of India has been encouraging Public Private Partnership for Build-Operate-Transfer (BOT) projects. To encourage adoption of projects on BOT mode, various modifications in the Modal Concession Agreement (MCA) of BOT(Toll) and provisional BOT(Toll) have been affected in recent past. This is the first contract signed on the basis of modified Modal Concession Agreement which will pave way for more such contracts.

As a part of Government of India's 'Vision 2047', a large number of high-speed corridors are envisaged to be developed. Robust Public Private Partnership in development of road sector will play a pivotal role in realizing this vision and will greatly contribute towards the development as well as Operations and Maintenance of the world class National Highway Network in the country.

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"Belief creates the actual fact."— William James

Is JEM Tez the Ultimate Electric Mini Truck?

After supplying the Indian Railways with components for more than 4 decades, Jupiter Wagon has entered the commercial vehicle market, and that too in the electric space. Their new brand Jupiter Electric Mobility (JEM) has launched its first electric truck with 1 tonne payload capacity, the JEM TEZ. Let's take a look at Trucks Dekho's experience with TEZ.

On the front, you get a broad fascia with black cladding around the dual headlamps, indicators, and fog lamps. At the side, you see the badging of Tez along with the electrifying thunder symbol. You also get to see R13 wheels, which seem to be a bit smaller for the power it beholds, we'll get to it later in the article. You also get to see the cooling mechanism for the battery and the charging port with normal charging and DC fast charging options. At the rear, you'll get to see reverse parking sensors, reverse parking lights, and indicators.

When you jump inside the JEM TEZ, you'll see a simple yet functional interior space. It gets a small lockable glove box, and, yes, that's pretty much it for the storage. You get a display in the centre which is NOT an infotainment system but an instrument cluster that shows various information about the battery levels, drive mode, range, trip, date, time, seat belt indicator, and the temperature outside. Talking about the temperature, you don't get an AC, which the company officials state is not a necessity in the segment, but honestly, with the extreme weather conditions in our

country, having an AC will be a help to the drivers. Apart from this, you get press-type toggle switches to put the truck in drive, neutral, or reverse mode. Unlike the problem we faced with the Switch IEV3 and IEV4, where we had to put the truck to neutral every time we wanted to switch from drive to reverse, in JEM TEZ, we can directly switch from Drive to Reverse and vice-a-versa. It is such a relief, especially in situations where we have to take a U-turn in a tight space.

But before that, let's talk about the ultimate performance that this mini truck has to offer. Where the market is flooded with trucks in this category with a maximum power of 40kW and 110Nm of torque, the JEM TEZ comes with 80kW of power and a peak torque of 265Nm!

And yes, it translates on the road as well. Even with the loaded condition, it can easily drive uphill, on a flat road, or on any surface. Put it on the boost mode and it's an absolute power machine.

Also, even though it comes with a mechanical steering wheel, it feels no less than a power steering. That might be a bit of a stretch to read, but honestly, it does have a smooth mechanical steering, the company has done a really good job here.

Apart from this, the suspension feels a bit stiff as it has leaf springs at both ends. JEM plans to increase the number of leaf springs from 3 to 4 in the near future to enhance the suspension system. It also gets creep mode and hill-hold assist features which are useful in LMM operations.

The cabin can become a bit hot and you will have to at least get a fan installed to be able to bear the heat inside. Overall, the JEM TEZ translated its performance well on the road and does the job that is made for.

The JEM TEZ comes with a 30.24kWh battery pack. This battery pack is a Lithium Iron Phosphate pack and comes with an IP67 water resistance rating. This big battery pack allows you to cover a distance of more than 190kms, the real-world range of JEM TEZ.

The battery takes around 4 hours to charge from 0 to 100% with a 7.5kW AC charger. It can also be charged using DC fast charging in just 20 mins for a range of 100kms.

The JEM TEZ comes with a cargo body length of 3970mm and a width of 1560mm. The rated payload capacity is 1050kg. The gross vehicle weight 2330kg. The JEM TEZ comes with a 155mm ground clearance which we feel is a bit on the lower side, 180 to 200mm would have been much better.

JEM TEZ is priced aggressively when compared to the competitors. JEM TEZ comes with an ex-showroom price of ₹10.35 Lakh. It competes with the Tata Ace EV 1000 and Mahindra Zeo when it comes to the electric vehicles in this segment. With segment leading performance, enough features that are required, fast charging, ease of driving, and an aggressive price, JEM TEZ surely is a great product if you're looking for a truck with 1 tonne payload capacity. Although, we still need to see about the service network that the company is building across the nation.

GreenLine Announces \$ 275 Million Equity Investment to Reduce Carbon Emissions

In a move underscoring the company's commitment to accelerate the adoption of LNG and electric propulsion system-based commercial vehicles, GreenLine Mobility Solutions has announced a \$275 million equity investment. This Essar venture aims to decarbonise India's transportation sector, which contributes nearly 15 percent of India's total carbon emissions.

Thanks to this initiative, GreenLine Mobility Solutions aims to deploy 10,000 LNG and EV trucks. Also, the company is planning to integrate a network of 100 LNG refuelling stations, EV charging stations, and battery swapping facilities, creating an operational ecosystem.

Creating an LNG and EV ecosystem, establishing charging infrastructure and deployment of such fuel-propelled trucks, this comprehensive initiative aims to reduce 1 million tonnes of carbon emissions annually. After all, this is a necessity because India's road logistics sector, with over 4 million trucks engaged in fleet operations and continuing to grow, remains one of the country's most carbon-intensive industries. This initiative also aligns with governmental ambitions to reduce greenhouse gas emissions for a better future.

The company offers its logistics services with affordable pricing, almost equal to the deployment of diesel trucks, ensuring that customers can reduce carbon emissions without incurring any additional costs. GreenLine is committed to transitioning India's heavy-duty vehicle (HDV) fleet to LNG and EV



trucks to promote cleaner, more sustainable transport for a better tomorrow. With this, the company aims to establish a large ecosystem for sustainability and profitability.

Anshuman Ruia, director, Essar, said, "We are really excited about this game-changing shift in India's heavy trucking industry. We see this as an opportunity to not only build the green mobility ecosystem, but also, in the future, invest in clean energy sources to power our electric trucks. This integrated approach will significantly reduce emissions, cut down on energy imports, and help drive India towards achieving a more sustainable, energy-secure future," reported Trucks Dekho.

Anand Mimani, CEO, GreenLine Mobility Solutions, said, "GreenLine has been at the forefront of decarbonising India's heavy trucking industry, making significant progress from the very start. As leaders in this space, this investment brings us even closer to our vision of transforming India's road logistics sector. We request India Inc. to embrace this evolving landscape and actively support the transition towards a greener and more sustainable future for all."

Nikhil Kamath, investor and entrepreneur, said, "The logistics industry needs to evolve faster, cleaner, and smarter. Green mobility is not just a trend; it is the inevitable future. Backing GreenLine is a bet on that future, where sustainability and efficiency go hand in hand. More companies need to take the leap, adopt green tech, and rethink how we move goods at scale. This shift is happening – with or without you." Nikhil Kamath provided a \$20 million investment, marking a significant boost to India's green logistics transformation.

GreenLine's LNG-powered trucks reduce CO₂ emissions by up to 30 percent, making them a trusted partner for companies aiming to achieve their sustainability goals. Its current fleet of over 650 LNG trucks serves companies across industries, including FMCG and e-commerce, metals and mining, cement, oil and gas, chemicals, among others. The fleet has already covered over 38 million kilometres, reducing CO₂ emissions by 10,000 tonnes. With the announcement of the new investments, the company can enhance these sectors, ensuring a greener future for businesses in India, especially their logistics services.

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Cabinet approves Construction of 6 lane access controlled Zirakpur Bypass with Length of 19.2 Km worth Rs.1878.31 crore in Punjab and Haryana on Hybrid Annuity Mode

The Cabinet Committee on Economic Affairs, chaired by the Prime Minister Shri Narendra Modi, has approved the Construction of 6 lane Zirakpur Bypass starting from Junction with NH-7 (Zirakpur-Patiala) and ending at Junction with NH-5 (Zirakpur-Parwanoo) with a total length 19.2 Km in State of Punjab and Haryana under NH(O) on Hybrid Annuity Mode with a significant step to facilitate integrated transport infrastructure development under the PM Gatishakti National Master Plan principle.

The total capital cost of the project is Rs.1878.31 crore.

The Zirakpur Bypass starts from the junction with NH-7 (Chandigarh-Bathinda) in Zirakpur and follows the Punjab Government Master Plan in Punjab and terminates at the junction with NH-5 (Zirakpur-Parwanoo) in Panchkula of Haryana, thus avoiding the highly urbanized and congested stretch of Zirakpur in Punjab and Panchkula in Haryana.

The primary purpose of the project is to ease up congestion in Zirakpur, Panchkula and surrounding areas by



diverting traffic from Patiala, Delhi, Mohali Aerocity and providing direct connectivity to Himachal Pradesh.

The current proposal aims at reducing the travel time and ensuring hassle-free traffic movement in the congested urban section of NH-7, NH-5 and NH-152.

Government has taken up decongestion of Chandigarh, Panchkula and Mohali urban agglomeration with development of road network which would take shape of ring road as indicated in the map.

The Zirakpur bypass is an important component of this plan.



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



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India Plans Safety Assessment Ratings for Trucks



The Union Ministry for Road Transport and Highways plans to launch safety assessment ratings for trucks and commercial vehicles that are comparable to the Bharat New Car Assessment Program (BNCAP). Already, the Indian government is working on implementing the safety standards for battery-operated e-rickshaws to enhance the vehicle's safety quotient and production quality. Here are the details.

At the opening of a two-day workshop on fleet and vehicle safety in Faridabad, which was co-hosted by the Institute of Road Traffic Education (IRTE) and the Global New Car Assessment Program (GNCAP), Nitin Gadkari, Union Minister for Road Transport and Highways, stated that the central government plans to provide safety assessment ratings for trucks and commercial vehicles that are comparable to BNCAP.

He further added that the idea of launching safety assessment ratings

for commercial vehicles, including trucks, is to encourage manufacturers to improve the production quality, making vehicles safer. The safety improvement in e-rickshaws will improve their quality and generate more employment.

Approximately 4.8 lakh vehicle crashes occur in India each year, with 1.8 lakh fatalities, according to official figures. In response, the minister said that the government's main goals include promoting electric vehicles, road safety, vehicle safety, and the development of safe roadways.

In parallel, the Ministry is drafting legislation to limit the 13-14 hours that truck drivers are required to work daily. The government intends to open 32 cutting-edge driving schools nationwide in order to address the truck driver shortage. The installation of Advanced Driver-Assistance Systems (ADAS) and air conditioning in driver compartments has already been required by the Ministry.

Road safety has just been added by the government to the curriculum for students in classes 1-12, with modules set to be implemented this academic year. To raise awareness across the country, singer Shankar Mahadevan's anthem for road safety will be translated into 22 languages. The two-day workshop will examine the advancements made in vehicle safety in India and around the world since 2000 and determine the top priorities for additional improvements by 2030.

Dr. Rohit Baluja, President, IRTE, said, "The 2-day workshop will review progress in vehicle safety worldwide and in India since 2000 and the priority actions needed to achieve further improvements by 2030 and beyond. In particular, the meeting will examine efforts to improve automobile safety worldwide by reviewing the progress made by the G20 major economies, including India, to implement the Global Plan vehicle safety recommendations and feature special sessions on fleet and motorcycle safety," reported Trucks Dekho.

David Ward, President Emeritus, GNCAP, noted, "Consumers in India with most vehicles having GNCAP and BNCAP assessment ratings have a better choice of safer vehicles. It is a good moment towards the United Nations' objective of road safety by 2030."

In August 2023, India's in-house passenger vehicle safety evaluation program, the Bharat NCAP, was introduced. Like other international NCAP programs, this program assigns star ratings to vehicles based on their safety assist technologies and adult and child occupant protection. In one of the biggest auto markets in the world, the extension of safety ratings to commercial vehicles marks a substantial growth of these safety programs.

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Domestic Commercial Vehicle Sales Recovery Expected In FY2026: CRISIL



The commercial vehicle (CV) industry is expected to see a 3-5% increase in overall domestic sales volumes, as per a Crisil Ratings report that covers 4 key commercial vehicle manufacturers that collectively account for roughly 70% of the CV sector sales. This marks a resumption of the long-term growth pattern after a slowdown in the prior year.

Improved infrastructural development, increased demand for replacements, and policy support under the PM-eBus Sewa scheme are likely to propel India's domestic commercial vehicle sales to about one million units in the current fiscal year. The anticipated sales volumes would

represent a return to the highest levels seen prior to the start of the COVID-19 epidemic in fiscal year 2019.

This lead is expected to come from light commercial vehicles (LCVs), which account for about 62% of all CV volumes. The rise of warehouses, especially in Tier 2 and Tier 3 cities, and the growing presence of e-commerce platforms are driving demand in this area.

On the other hand, it is projected that medium and heavy commercial vehicles (M&HCVs), which account for around 38% of total volume, will expand by 2-4% this fiscal year. Continued government spending on infrastructure, especially on building, roads, and metro-rail projects, will

fuel this expansion.

Expecting sales recovery of commercial vehicle sales in India, Anuj Sethi, Senior Director, Crisil Ratings, commented, "Domestic CV volume should grow 3-5% this fiscal, rebounding from last fiscal's slowdown and aligning with the sector's long-term growth trend. The recovery will be driven by a revival in infrastructure execution, an anchor for CV demand, which gained momentum in the last quarter of fiscal 2025 and is likely to sustain on the back of a 10-11% rise in central government capex. A strong replacement cycle, expected to account for about a fifth of the volume, will further support demand," reported Trucks Dekho.

Poonam Upadhyay, Director, Crisil Ratings, said, “With regulatory costs rising, CV makers are likely to continue selective price hikes to protect margins at 11-12%. Meanwhile, capex is set to rise, with leading players planning to spend a worth of around Rs 4,500 crore this fiscal toward safety upgrades, emission compliance, and electric vehicle platforms. This reflects a clear shift towards regulatory and tech-led investment. Yet the capex-to-EBITDA will stay below 0.3 times.”

The need to replace old and used commercial vehicles, especially those bought between the financial years 2017 and 2019, is another factor that is expected to promote growth in addition to infrastructure development. Interest rates and inflation are declining, which is supporting this trend and promoting long-delayed fleet upgrades.

The government-backed PM-eBus Sewa program is anticipated to boost sales of electric buses in the electric segment, although from a modest base of about 3,200 units. The scheme is thought to be a driving force behind the long-term expansion of electric commercial vehicles.

As demand improves, the industry will also start to shift due to new

regulations. The requirement that trucks have air-conditioned cabins

As demand improves, the industry will also start to shift due to new regulations. The requirement that trucks have air-conditioned cabins starting in October 2025 is predicted to increase vehicle costs by at least Rs 30,000 per unit, particularly for M&HCVs. To partially offset the cost impact, CV manufacturers increased prices by 2-3% in January in anticipation of these regulatory charges

starting in October 2025 is predicted to increase vehicle costs by at least Rs 30,000 per unit, particularly for M&HCVs. To partially offset the cost impact, CV manufacturers increased prices by 2-3% in January in anticipation of these regulatory charges.

With the help of the softening of input costs, operating margins are predicted to remain between 11% and 12%, which is comparable to the ten-year high reached in the previous fiscal year. Despite the anticipated 12–15% increase in capital expenditure this year, manufacturers will be able to absorb the investment without taking on a lot of debt because of their strong cash flows.

Due to the CV sector's solid liquidity and steady cash flow creation, the credit outlook is still stable. Similar to the prior year, key financial ratios like debt-to-EBITDA and the interest coverage ratio are predicted to stay at roughly one times and ten times, respectively. This indicates that the industry's top companies are in a sound position to service their debt. Nevertheless, in the upcoming months, the general demand recovery will continue to be influenced by the trajectory of interest rates and inflation.

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***If you give your heart to God,
you will not get heart attacks.***

Brahma Kumaris

Clarification on Private Structure Causing Delay in Completion of Delhi – Dehradun Expressway

In reference to the news item carried by some publications regarding private land/structure at Mandola, Bagpat causing hinderance in completion of the upcoming Delhi-Dehradun Expressway. This is to clarify that there is no hindrance on the main Expressway, and it remains unaffected.

Two ramps on each side of the Expressway have been provided for entry and exit of the traffic. Out of the

four, ramp number 2, 3 & 4 have been completed, and service roads have already been constructed. The issue pertains only to a small stretch of 90-meter of the service road adjacent to ramp number 5.

The owner of the land parcel on 'Ramp-5' has filed a writ petition in the Hon'ble High Court of Allahabad (Lucknow Bench) and the matter is pending before the Hon'ble Court.

There will be no effect of this

hinderance on the traffic using the main Expressway. Only a small part of the service road will be hindered by the disputed land/structure. In order to maintain the traffic flow at the location, a temporary bypass arrangement has been made. Vehicles taking the service road and exiting from 'Ramp-5', will be able to take a diversion road through internal road of Mandola Vihar Yojna, ensuring free flow of traffic in this area.

Clarification on Launch of Satellite-based Tolling System from 1st May 2025

pdf

Submit

Ministry of Road Transport & Highways

azadi ka amrit mahotsav

Some sections of the media have reported that a Satellite-based Tolling System will be launched from 1st May 2025 and will replace the existing FASTag-based toll collection system. This is to clarify that no such decision has been taken by the Ministry of Road Transport and Highways or National Highways Authority of India (NHAI) regarding the nationwide implementation of satellite-based tolling from 1st May 2025.

In order to enable seamless, barrier-free movement of vehicles through toll plazas and reduce travel time 'ANPR-FASTag-based Barrier-Less Tolling System' will be implemented at selected toll plazas.

The advanced tolling system will combine 'Automatic Number Plate



Recognition' (ANPR) technology, that will identify vehicles by reading their number plates, and the existing 'FASTag system' that uses Radio-Frequency Identification (RFID) for toll deduction. Under this, vehicles will be charged based on their identification through high performance ANPR cameras and FASTag Readers, without needing to stop at the toll plazas. In case of non-compliance, E-Notices will be served

to the violators, non-payment of which may result in suspension of FASTag and other VAHAN related penalties.

NHAI has invited bids for the implementation of 'ANPR-FASTag-based Barrier-Less Tolling System' that will be installed at selected toll plazas. Based on the performance, efficiency, and user response to this system, a decision will be made regarding its implementation across the country.

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Dwell Time Performance (March 2025): PAN India



Pipavav	
Import	Export
79.1	103.8

Hazira	
Import	Export
31.4	114.7

Mundra	
Import	Export
33.8	106.5

Nhava Sheva (JNPA)	
Import	Export
28.3	74.4

Kandla	
Import	Export
40.2	79.5

Tuticorin	
Import	Export
22.8	85.1

Kochi	
Import	Export
32.9	88.1

New Mangalore	
Import	Export
68.0, 43.3*	86.4, 59.5*

Kattupalli	
Import	Export
54.0	75.8

Ennore	
Import	Export
33.3	94.6

Chennai	
Import	Export
46.2	81.0

Kolkata	
Import	Export
36.7	135.0

Visakhapatnam	
Import	Export
49.1	70.9

Haldia	
Import	Export
64.2	144.0

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

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

Source: NICDC Logistics Data Services Limited

Revolutionizing Freight Movement Through Better Roads

Efficient transportation is the backbone of a strong economy, and nowhere is this more evident than in the movement of freight. In recent years, the development of better road infrastructure has significantly enhanced the way goods are transported across cities, states, and even countries. With smoother, safer, and more connected roads, freight carriers are now able to move faster, more reliably, and at lower costs—offering benefits to businesses, consumers, and the environment.

Faster and More Reliable Deliveries

One of the most immediate benefits of better roads is improved delivery speed. Upgraded highways, wider lanes, and well-maintained surfaces reduce traffic congestion and minimize delays caused by poor road conditions. This is particularly crucial for time-sensitive shipments, such as perishable food items, medical supplies, and e-commerce deliveries that operate under tight timelines.

Moreover, improved roads reduce the risk of breakdowns and accidents, leading to fewer disruptions in the supply chain. This increased reliability helps freight companies build trust with clients and enhances the overall efficiency of logistics networks.

Lower Transportation Costs

Better road conditions contribute to significant cost savings for freight operators. Well-designed roads reduce fuel consumption by enabling trucks to operate more efficiently. Fewer stops, less idling, and fewer detours mean that fuel is used more economically.

Additionally, smoother roads result in less wear and tear on vehicles, cutting down on maintenance costs and



extending the lifespan of trucks and trailers. This allows logistics companies to invest more in service quality and innovation rather than repair and downtime.

Enhanced Connectivity and Accessibility

Modern road improvements often include better access to remote and rural areas, which were once difficult or impossible to reach with large freight vehicles. This expanded network increases the reach of supply chains, enabling businesses to source materials and deliver products to a broader customer base.

Strategically built bypasses, ring roads, and expressways also help in decongesting urban centres, allowing freight to flow smoothly through regions that were previously bottlenecks. This integration of regional markets fosters economic development and strengthens trade links both locally and internationally.

Environmental Benefits

While freight transport is traditionally associated with high carbon emissions, better road infrastructure can support more sustainable logistics. Reduced idling, more direct routes, and optimized traffic flow help in

cutting down greenhouse gas emissions. Many modern road projects also incorporate smart technology and green design elements that further contribute to environmental goals.

Embracing Smart Road Technology

The integration of smart road technologies—such as automated traffic management systems, GPS-enabled tracking, and vehicle-to-infrastructure (V2I) communication—is also playing a vital role in transforming freight movement. These innovations improve real-time decision-making, helping drivers avoid congestion, find the most efficient routes, and respond quickly to changing conditions.

To conclude, we have discovered that better roads are more than just a convenience—they are a critical driver of economic growth and logistical efficiency. As countries invest in improving their transportation networks, the freight industry stands to gain immensely from faster, cheaper, and more sustainable operations. In a world that demands speed and reliability, high-quality road infrastructure is proving to be a key enabler of progress.

One Truck, One Tax: Driving Simplicity in Logistics

In the complex web of Indian logistics and transportation, the All India Transporters Welfare Association (AITWA) has been advocating a revolutionary idea – 'One Truck, One Tax.' This concept, while simple in name, carries profound implications for the trucking industry, policy-makers, and the broader economy. It proposes a unified, streamlined tax and toll system for commercial trucks across the country—an idea whose time has come.

Currently, the logistics sector is facing multiple challenges because of multiple tax systems. Though India's trucking industry is the backbone of its supply chain, and over 70 per cent of the country's freight moves by road, the sector remains burdened by inefficiencies—many of which stem from a patchwork of taxes, tolls, and permits that vary across states and checkpoints.

Truck operators often face multiple tax obligations:

- **State entry taxes**
- **Toll plaza charges**
- **Permit fees**
- **Road taxes**
- **Environmental surcharges in certain zones**

The result? Time-consuming stops, corruption opportunities, logistical delays, and increased operational costs. According to industry estimates, trucks in India spend around 20 per cent of their time idling at check posts, leading to fuel wastage and delivery delays.

Let us understand the 'One Truck, One Tax' concept. It is the concept that advocates for a centralized taxation system that allows any truck, regardless of its home state, to pay a

single, comprehensive tax that covers all road usage and entry fees across the

Let us understand the 'One Truck, One Tax' concept. It is the concept that advocates for a centralized taxation system that allows any truck, regardless of its home state, to pay a single, comprehensive tax that covers all road usage and entry fees across the country. This tax would replace the fragmented fees currently collected at various state borders and toll booths

country. This tax would replace the fragmented fees currently collected at various state borders and toll booths.

We can think of it as an EZ-pass for the entire nation—only more integrated, more efficient, and designed to promote national logistics growth.

The 'One Truck, One Tax' model can provide numerous benefits.

1. **Operational Efficiency:** Trucks can travel across states without stopping for permits or toll payments, improving delivery speed.
2. **Reduced Corruption:** A digital, transparent system reduces cash handling and illegal payments.
3. **Fuel and Time Savings:** Continuous movement leads to better fuel efficiency and faster

turnaround times.

4. **Lower Costs for Consumers:** Savings for logistics companies could trickle down to lower prices for goods.

5. **Environmental Impact:** Less idling and fewer detours lead to reduced carbon emissions.

6. **Better Data and Planning:** A unified system offers real-time movement data, aiding infrastructure planning and law enforcement.

We all understand that while the idea is promising, its implementation will be a challenge. This is because;

- States currently collect road taxes and may resist ceding this power.
- Technical infrastructure must be developed for real-time, nationwide tax processing.
- The policy must ensure fairness so that trucks operating locally don't overpay compared to long-haul operators.

What can be the future path, then?

The success of the **Goods and Services Tax (GST)** in unifying indirect taxes shows that India can overcome federal complexity for the sake of national economic benefit. A similar framework can be applied here, with revenue-sharing mechanisms that compensate states based on actual road usage.

In short, the "One Truck, One Tax" initiative is more than a policy proposal—it's a vision for a more connected, competitive India. By cutting red tape and embracing digital infrastructure, the government can empower logistics companies to deliver faster, cheaper, and cleaner. For a country aiming to be a global manufacturing and export hub, this is a road well worth paving.

Breaking Barriers and Building Futures

Inspiring Women to Join the Logistics Industry

In a world that is rapidly evolving, the logistics industry stands as a vital pillar of global commerce—ensuring goods move seamlessly across borders and communities. Yet, despite its critical importance, logistics remains a male-dominated field. Today, however, a powerful shift is underway. More women are entering the industry, transforming it with fresh perspectives, resilience, and innovation. It's time to not only celebrate this progress but to actively inspire and empower more women to see logistics as a space where they can thrive.

Breaking Stereotypes: Women Belong in Logistics

Traditionally, logistics has been viewed through a masculine lens—heavy machinery, warehouses, trucks, and high-pressure environments. This outdated stereotype has discouraged many women from exploring careers in the field. But the reality is that logistics is a diverse and multifaceted industry with opportunities in operations, planning, customer service, IT, supply chain management, sustainability, and leadership.

Women bring invaluable skills—collaboration, organization, problem-solving, and emotional intelligence—that are crucial to success in logistics. With technology driving much of today's logistics systems, physical strength is no longer the core requirement. What's needed now are sharp minds, agile thinking, and strategic vision—qualities women

possess in abundance.

Success Stories: Leading by Example

The best way to inspire is to show what's possible. Across the globe, women are not only working in logistics—they're leading it. From warehouse supervisors to supply chain directors and tech innovators, women are making their mark.

Leaders like Angela Titzrath, CEO of Hamburger Hafen und Logistik AG, and Annette Krüger, Chief Procurement Officer at DHL, are demonstrating that leadership in logistics is not only attainable for women but essential to the future of the industry.

Their stories serve as powerful reminders that there is no “one path” to success in logistics—just determination, adaptability, and the courage to push boundaries.

Creating Pathways: Education, Mentorship, and Visibility

To inspire more women to join logistics, access and exposure are key. Educational institutions and companies must collaborate to introduce girls and young women to the possibilities within the supply chain and logistics sectors early on. Internships, apprenticeships, and targeted scholarships can help open doors and spark interest.

Equally important is mentorship. Female role models and mentors provide guidance, confidence, and practical insights that can make all the difference. Women mentoring women in logistics creates a ripple effect of empowerment and solidarity.

Visibility matters too. Celebrating women's achievements in the field—through media, conferences, award programs, and online platforms—helps shift public perception and proves that women belong in logistics just as much as men do.

Building Inclusive Cultures

For women to thrive in logistics, workplaces must be inclusive, flexible, and supportive. This includes implementing family-friendly policies, investing in leadership training, and actively working to eliminate gender bias in hiring and promotion.

An inclusive logistics industry is not just good for women—it's good for business. Diverse teams are more innovative, more productive, and better at solving complex challenges.

Opportunity is Here

To every young woman wondering if there's a place for her in logistics: yes, there is. Whether you're passionate about global trade, technology, sustainability, or operations, logistics offers a dynamic and impactful career path.

To companies and industry leaders: **actively support and invest in female talent.** The future of logistics depends on diversity of thought, experience, and leadership.

Inspiring women to logistics isn't just about representation—it's about building a better, smarter, more sustainable industry. The time for change is now, and women are ready to lead the way.



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Evolution of the E-Way Bill System in India

The E-Way Bill system, a pivotal element in India's GST framework, officially commenced operations in April 2018. Since its inception, the system has undergone multiple refinements and updates—both to its procedural rules and its digital interface. Over the last several years, the E-Way Bill system has matured, simplifying compliance for taxpayers and enhancing transparency in the transportation of goods across the country.

What is an E-Way Bill?

An E-Way Bill (Electronic Way Bill) is a document mandated under Section 68 of the Central Goods and Services Tax (CGST) Act, 2017, read with Rules 138 to 138E of the CGST Rules. It is essential for the movement of goods valued over ₹50,000 within India, except under certain specified exemptions. This document is required to accompany goods in transit and must be generated electronically through the GST portal. Each E-Way Bill is linked to a unique Electronic Bill Number (EBN), which is valid only for a predefined transport distance.

Compliance and Enforcement

To ensure adherence to these regulations, government authorities are authorized to stop vehicles at designated checkpoints to verify the documentation. In some cases, physical inspections may also be conducted if there is credible information suggesting tax evasion. The e-way bill mechanism not only aids in the seamless movement of goods but also acts as a deterrent against tax malpractice.

Penalties Under the CGST Act

Non-compliance with the e-way bill regulations can attract significant penalties under Indian law, particularly under Sections 122, 125, and 129 of the CGST Act.

Section 122: Offences and Penalties

This section outlines various offences that can attract a penalty of ₹10,000 or the amount of tax evaded—whichever is greater. Offences include transporting taxable goods without valid documentation like an E-Way Bill. In certain severe cases, these offences may also be prosecuted under Section 132, which deals with criminal prosecution.

Section 129: Detention and Seizure

Under this provision, goods being transported without a valid E-Way Bill may be detained or seized. Release is only possible upon payment of applicable taxes and penalties.

Section 125: General Penalty

For minor infractions where no specific penalty is prescribed, a general penalty of ₹500 under CGST and ₹500 under the respective State GST Act (totalling ₹1,000) may be applied.

E-Way Bill Errors and Relaxations

Recognizing the potential for human error, the Government of India issued Circular No. 64/38/2018-GST on September 14, 2018, outlining certain acceptable mistakes that do not attract strict penalties. These include:

- Minor spelling errors in names provided the GSTIN is correct.
- Incorrect pin codes where the general address remains valid.
- Errors in document numbers are limited to one or two digits.
- Incorrect vehicle numbers with minor deviations (up to two characters).
- Partial mismatch in HSN codes where the correct tax has been paid.

In such cases, only a nominal penalty of ₹1,000 (₹500 CGST + ₹500 SGST) will be applicable. The responsible party must also file GST DRC-07 to document the penalty payment.

Recommendations to Expand

Circular 64

While Circular 64 has provided relief in certain cases, there is a pressing need to broaden its scope to encompass additional real-world complexities. The following scenarios merit inclusion:

1. Bill of Lading Errors: If all essential information is correctly captured in the bill of lading, minor discrepancies in the E-Way Bill should not result in harsh penalties.

2. Route Deviations: Due to unpredictable circumstances such as road closures or vehicle breakdowns, deviation from declared transport routes should be considered permissible if the E-Way Bill is otherwise valid.

3. Equipment Number Errors: For large machinery identified by unique serial numbers, any mistake in the E-Way Bill that is not reflected in sale/purchase invoices should not attract penalties.

4. Multi-Stop Logistics: In scenarios where goods are consolidated and redistributed (e.g., large trucks unloading at a central point before final delivery), these logistics models should be recognized as legitimate, especially when proper documentation has been issued.

Concluding this article by summarizing that the E-Way Bill system has significantly enhanced logistical transparency and tax compliance in India. However, as businesses and supply chains grow increasingly complex, regulatory frameworks must evolve in tandem. Expanding the provisions of Circular 64 to cover a broader range of genuine logistical errors will ensure the system remains fair, efficient, and less prone to penalizing good-faith actors. Such measures would promote smoother trade operations while upholding the integrity of the GST regime.



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Okhla	: F-32/6, Okhla Industrial Estate, Phase-II, New Delhi - 110020	9312103405	26384881	
Okhla Indl Estate	: Shop No.7, Okhla Industrial Estate, Opp. Luxor Pen Company, Near Modo Flour Mill, New Delhi - 110020	9313540025	9990085312	
Noida	: F-62, Sector - 8, Near Dainik Jagran Press, Noida - 201301	7838900483	0120-2422180	2422771
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इस गर्मी में सड़क पर सुरक्षित रहें।

नमस्ते ट्रक ड्राइवर भाईयों!

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

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

गर्मी से कैसे बचें:

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

नियमित रूप से पानी पिएँ

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

खाना और आहार:

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

अतिरिक्त सुझाव:

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

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

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मल्टी मॉडल लॉजिस्टिक पार्क (एमएमएलपीएस)

ए. देश भर में विभिन्न सार्वजनिक और निजी संस्थाओं द्वारा उनकी व्यवहार्यता के आधार पर मल्टी-मॉडल लॉजिस्टिक पार्क (एमएमएलपी) तैयार किए जा रहे हैं। सरकार ने लॉजिस्टिक दक्षता में सुधार के लिए देश भर में मल्टी-मॉडल लॉजिस्टिक पार्कों के विकास के लिए 35 स्थानों को मंजूरी दी है, जिससे लॉजिस्टिक की लागत में भी कमी आने की उम्मीद है।

स्वीकृत स्थानों में से, जोगीघोपा, चेन्नई, बेंगलुरु, नागपुर और इंदौर में (05) एमएमएलपी विकासधीन हैं और वित्त वर्ष 2025-26 और वित्त वर्ष 2026-27 में चालू होने की उम्मीद है।

बी. प्रदान किए गए 5 एमएमएलपी के लिए



आवंटित राशि अनुलग्नक- I में दी गई है।

सी. आवंटित किये गये 5 एमएमएलपी के लिए

अनुमानित कार्गो का विवरण अनुलग्नक- II में दिया गया है।

वेसाइड (सड़कों के किनारे) सुविधाएं (डब्ल्यूएसए)

सरकार ने राष्ट्रीय राजमार्गों/एक्सप्रेसवे के किनारे 501 वेसाइड एमिनिटीज (डब्ल्यूएसए) आवंटित किए हैं। इनमें से 94 वेसाइड एमिनिटीज शुरू हो चुकी हैं। वित्तीय वर्ष 2028-2029 तक 700 से अधिक डब्ल्यूएसए का विकास पूरा होने की संभावना है।

वेसाइड सुविधाओं में ईंधन स्टेशन, इलेक्ट्रिक वाहन चार्जिंग स्टेशन, शौचालय, पेयजल, पार्किंग, ढाबा/रेस्तरां/भोजनालय आदि जैसी सुविधाओं का प्रावधान है। गुणवत्ता निगरानी के उद्देश्य से उपयोगकर्ताओं को डिजिटल इनपुट प्रदान करने में सक्षम बनाने के लिए डब्ल्यूएसए

में एक डिजिटल फीडबैक प्रणाली स्थापित की गई है।

डब्ल्यूएसए का संचालन निजी बोली के माध्यम से चुने गए ऑपरेटरों द्वारा किया जाता है। हालाँकि, रोजगार के अवसर पैदा करने और स्थानीय कारीगरों को बढ़ावा देने के लिए, समर्पित कवर्ड जोन में अनिवार्य सुविधाओं के हिस्से के रूप में दुकानों के लिए क्षेत्र आवंटित किए गए हैं। साथ ही, स्थानीय उपज को बढ़ावा देने के लिए, खादी और ग्रामोद्योग आयोग के माध्यम से अनुमेय सुविधाओं के रूप में ग्राम हाट का प्रावधान किया गया है। चूँकि डब्ल्यूएसए का संचालन बोली प्रणाली के माध्यम से चुने गए ऑपरेटरों द्वारा किया जाता है, इसलिए रोजगार सृजन का विवरण सरकार द्वारा प्राप्त नहीं किया जाता है।

सरकार, राष्ट्रीय राजमार्ग रसद प्रबंधन लिमिटेड (एनएचएलएमएल) के माध्यम से राष्ट्रीय राजमार्गों और एक्सप्रेसवे के किनारे लगभग 40-60 किलोमीटर के अंतराल पर सड़क किनारे सुविधाओं के विकास की परिकल्पना करती है। 501 सम्मानित डब्ल्यूएसए और 94 परिचालन डब्ल्यूएसए की राज्यवार संख्या अनुलग्नक-ए के रूप में संलग्न है।



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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA

UNSTARRED QUESTION NO-2987

ANSWERED ON- 26/03/2025

FASTAG ELECTRONIC TOLL COLLECTION SYSTEM

2987. SHRI SANJEEV ARORA:

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

- (a) the number of Electronic Toll Collection (ETC) lanes installed under FASTag, along with the total revenue generated through FASTag, year-wise;
- (b) whether there have been reports of technical glitches or revenue leakages due to FASTag system failures; and
- (c) the measures taken to improve FASTag efficiency and address user grievances?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) All National Highways and Expressway user fee Plaza lanes have been made FASTag lane with effect from 16th February 2021. Presently more than 98% of all user fee receipts on National Highways and Expressways are done through FASTags.

Further, the user fee collection for the last three Financial Years including in Build Operate Toll (BOT) projects is as under:

Financial Year	User fee collection (in Crore Rupees)
2021-22	33,928.66
2022-23	48,032.40
2023-24	55,882.13

(b) Electronic Toll Transactions through FASTag System is processed through a secure ecosystem involving the Acquirer Bank at user fee Plaza, NPCI and Issuer Bank of FASTag. The Electronic Toll Collection (ETC) system is designed such that no FASTag transaction can take place without the participation of all three stakeholders i.e., Acquirer Bank at user fee plaza, NPCI and Issuer Bank. There are no reported cases of revenue leakages in FASTag system.

Users are sometimes charged extra or there are incorrect deductions from FASTag. Such incidents happen when incorrect Vehicle Registration Number (VRN) is entered in the system while manually creating VRN based transactions due to which user fee is deducted even without vehicle passing the user fee plaza (false deduction). Also sometimes double charging happens due to multiple reading by FASTag readers. Sometimes balance is not updated after recharge due to

internet connectivity issues. The chargebacks are made in all such cases by banks when any complaint is made in this regard. As per National Payment Corporation of India (NPCI) report, in 2024, chargebacks were made to FASTag users for 12.55 lakh transactions which is about 0.03% of total 410 crore FASTag transactions made in 2024.

In case of false deduction cases, a penalty of Rs. 1 lakh per case is also levied on Toll Collection Agency creating transactions on incorrect VRN.

(c) Grievance Redressal System in National Electronic Toll Collection (NETC) Program:

(i) National Payment Corporation of India (NPCI), which provides the Central Clearing House (CCH) services of National Electronic Toll Collection (NETC) Programme, has reported 12.55 lakh transactions where refunds were made due to incorrect user fee (toll) deductions in the year 2024 out of a total of 410 crore FASTag transactions in the same year which represents 0.03% of all Fastag transactions.

(ii) In case of incorrect Toll deduction, the Fastag user can raise complaint to the Issuer Bank of FASTag, National Highway Helpline 1033 or dedicated email at falsededuction@ihmcl.com

(iii) Each case is thoroughly investigated by Banks/Indian Highways Management Company Limited (IHMCL) and chargebacks are done if cases are found bonafide. In case of doubtful cases, the benefit of doubt is passed to the FASTag user.

X

Macro, Micro & More 9

NHAI Raises Toll Charges by 4-5%

New Delhi: The National Highways Authority of India (NHAI) raised toll charges by an average of 4-5% on tolled highways across the country, according to a notification from the authority. The revised toll charges are effective immediately and it is likely to further inflate the cost of transportation for individual drivers and commercial vehicle operators. Toll revision is an annual exercise and is linked to changes in the wholesale price index-based inflation. Every year, it is implemented from April 1. There are around 855 user fee plazas on the national highway network on which user fee is levied as per National Highways Fee (Determination of Rates and Collection) Rules, 2008. Out of these, around 675 are public-funded fee plazas and 180 are concessionaire-operated toll plazas. — **Our Bureau**

'Trucks, CVs to Get New Safety Standards'

Our Bureau

New Delhi: India will soon put in place safety assessment and rating mechanism for trucks and commercial vehicles (CVs) on the lines of Bharat New Car Assessment Program (BNCAP) which is the country's own four-wheel star rating system, road transport and highways minister **Nitin Gadkari** said.

"The idea is to encourage manufacturers to improve the production quality

making commercial vehicles more safe," he said while addressing a two-day workshop on vehicle and fleet safety, jointly organised by the New Car Assessment Program and Institute of Road Traffic Education (IRTE).

"The government is already working on standards and a safety assessment system for battery operated e-rickshaws in the country as they suffer from safety issues," he said, adding this will improve their quality and generate more employment. According to the minister, India acco-



highways and vehicle safety and bolstering electric vehicles," he said.

The minister further said his mini-

strated the highest number of fatal road accidents with 4.8 lakh road crashes each year resulting in 1.8 lakh deaths.

"The government's top priority is on road safety, expansion of safe highways and vehicle safety and bolstering electric vehicles," he said.

stry is also working on a law to determine the working hours for truck drivers. At present they drive for 13-14 hours a day.

"As the country is facing a shortage of truck drivers, the government also plans to set up 32 state of the art driving institutes across the country to match high demand for truck drivers," he said, adding air conditioning of driver compartments and Advanced Driver-Assistance system (ADAS) to assist drivers has already been made mandatory.



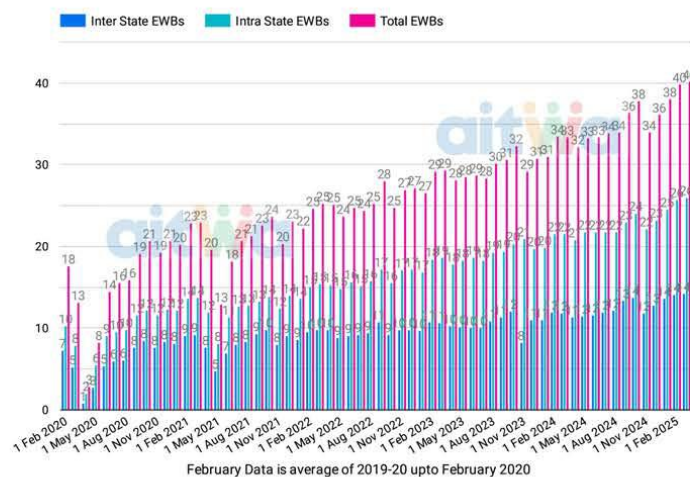
Eway Bill Dashboard

Developed & compiled by

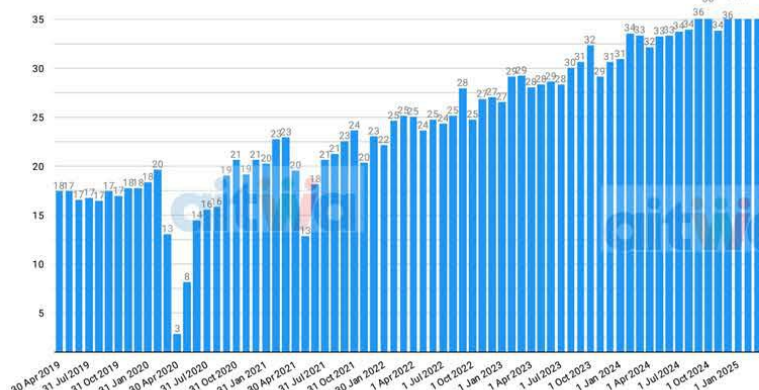


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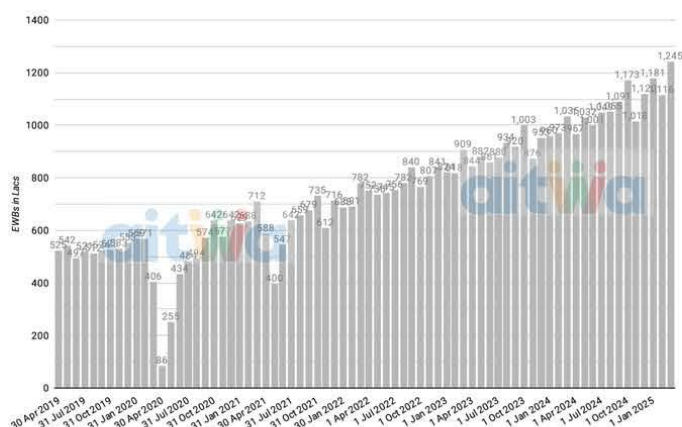
Number of daily EWBs generated across different types (in lacs per day) - Monthly



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



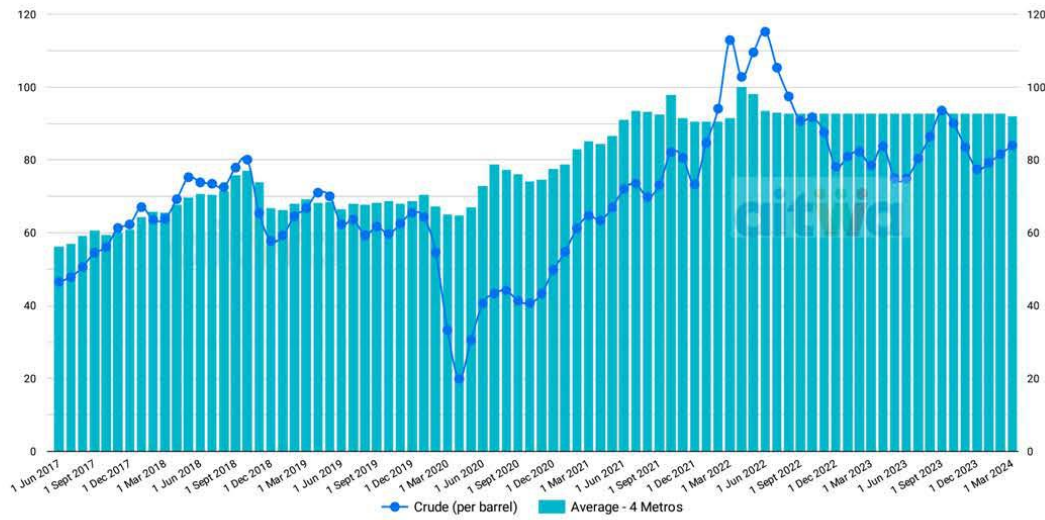
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

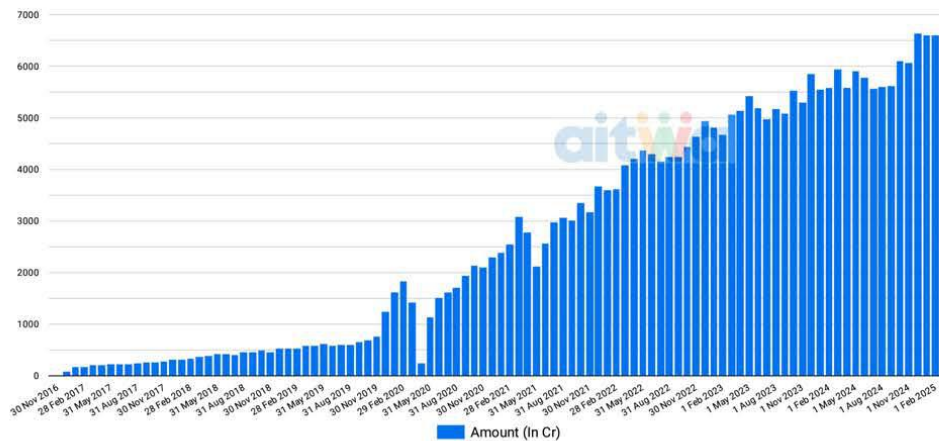
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Diesel Price Average of 4 metros since 2017



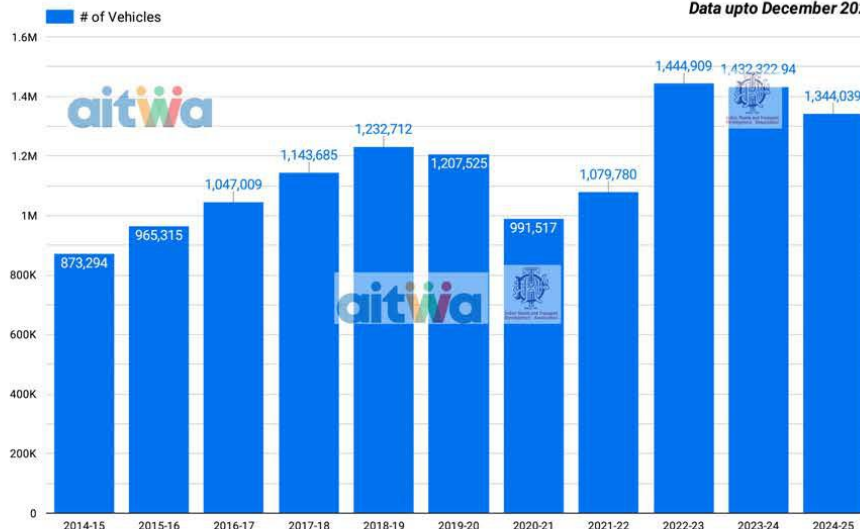
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto December 2024



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)							
S. no.	Airport	For The Month			For The Period April To Oct.		
		Oct. 2024	Oct. 2023	% Change	2024-25	2023-24	% Change
(A) 18 International Airports							
1	Amritsar	234.9	347.0	-32.3	2022.9	0.1	-
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	808.9	878.8	-7.9	5293.6	5995.1	-11.7
4	Chennai	32766.1	27754.0	18.1	219563.3	194807.1	12.7
5	Coimbatore	1232.9	926.0	33.1	7217.4	4841.0	49.1
6	Goa	486.2	432.0	12.5	2991.9	3218.1	-7.0
7	Imphal	513.0	56.0	-	3426.8	1059.3	223.5
8	Kolkata	15222.7	13445.6	13.2	101859.0	83602.2	21.8
9	Kozhikode	1836.1	1489.0	23.3	12803.3	10455.0	22.5
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	706.8	545.0	29.7	4505.3	3181.8	41.6
12	Rajkot (Hirasar)	57.8	0.0	-	386.8	0.0	-
13	Srinagar	755.5	689.0	9.6	6427.8	5919.4	8.6
14	Surat	625.1	463.0	35.0	4200.9	3383.8	24.2
15	Tiruchirappalli	684.0	560.0	22.1	3727.3	3796.0	-1.8
16	Tirupati	11.8	5.0	-	55.0	18.0	205.4
17	Varanasi	669.8	442.0	51.5	3911.5	2850.5	37.2
18	Vijayawada	130.7	109.0	19.9	683.9	413.1	65.6
Total		56742.1	48140.5	17.9	379371.6	325563.3	16.5
(B) 6 PPP International Airports							
19	Ahmedabad	9753.8	10261.0	-4.9	61072.1	61519.3	-0.7
20	Guwahati	2391.6	1578.0	51.6	14798.1	11941.5	23.9
21	Jaipur	2228.1	1797.1	24.0	12905.9	11345.5	13.8
22	Lucknow	1907.0	2009.6	-5.1	13296.8	12078.1	10.1
23	Mangalore	187.8	207.0	-9.3	1647.7	1181.0	39.5
24	Thiruvananthapuram	2047.0	1602.7	27.7	13766.6	11215.8	22.7
Total		18515.4	17455.4	6.1	117487.2	109281.3	7.5
(C) 7 JV International Airports							
25	Bangalore (BIAL)	44336.0	37763.0	17.4	301596.0	250471.0	20.4
26	Delhi (DIAL)	101756.9	88953.0	14.4	651472.4	567445.4	14.8
27	Hyderabad (GHIL)	15105.4	13615.5	10.9	98973.6	86301.3	14.7
28	Kannur (KIAL)	382.3	265.3	44.1	2770.5	2118.1	30.8
29	Kochi	5101.6	5147.9	-0.9	37440.8	34957.4	7.1
30	Mumbai (MIAL)	78728.8	68787.3	14.5	525804.1	464724.5	13.1
31	Nagpur	856.0	808.0	5.9	5198.1	4578.6	13.5
Total		246266.9	215340.0	14.4	1623255.4	1410596.2	15.1
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	283.9	168.6	68.4	1631.6	491.0	-
33	Shirdi	5.7	8.9	-35.9	38.9	198.1	-80.4
Total		289.7	177.5	63.1	1670.5	689.1	-
(E) 11 Custom Airports							
34	Agartala	499.2	178.6	-	3327.7	1227.6	-
35	Aurangabad	124.2	95.0	30.7	553.4	434.3	27.4
36	Bagdogra	819.4	722.0	13.5	5664.1	5006.9	13.1
37	Chandigarh	1412.4	776.5	81.9	9198.8	4149.6	-
38	Gaya	0.0	0.0	-	0.0	0.0	-
39	Indore	990.1	909.0	8.9	6048.5	5975.1	1.2
40	Madurai	361.7	352.0	2.8	2066.6	1666.2	24.0
41	Patna	856.6	962.0	-11.0	5434.5	5521.8	-1.6
42	Pune	4161.3	3731.0	11.5	23891.2	22226.0	7.5
43	Vadodara	153.2	213.0	-28.1	875.6	1436.0	-39.0
44	Visakhapatnam	293.0	313.0	-6.4	2409.1	2425.2	-0.7
Total		9671.1	8252.1	17.2	59469.5	50068.7	18.8
(F) 69 Domestic Airports							
45	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
46	Agatti	0.1	5.7	-98.2	0.1	35.7	-99.7
47	Agra	7.2	6.0	20.3	27.2	24.0	13.2
48	Barapani (Shillong)	0.0	0.0	-	0.0	0.0	-
49	Bareilly	0.0	0.0	-	0.0	0.0	-
50	Belagavi	2.2	1.0	-	14.8	1.0	-
51	Bhatinda	0.0	0.0	-	0.0	0.0	-
52	Bhavnagar	0.0	0.0	-	0.0	0.0	-
53	Bhopal	230.8	234.0	-1.4	1427.3	1625.8	-12.2
54	Bhuj	0.3	0.0	-	1.8	0.0	-
55	Bhuntar (Kulu/Mandi)	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	40.8	99.0	-58.8	294.9	342.5	-13.9
60	Dehradun	192.3	178.0	8.0	1426.0	1447.2	-1.5
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	105.5	146.6	-28.1	727.2	870.2	-16.4
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal (Kangra)	0.0	0.0	-	0.0	0.0	-

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Oct.		
		Oct. 2024	Oct. 2023	% Change	2024-25	2023-24	% Change
(F) 69 Domestic Airports							
65	Gondia	0.0	0.0	-	0.0	0.0	-
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	0.0	-	0.0	8.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubbali	33.4	19.0	75.6	179.8	63.0	-
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	0.0	0.0	-	0.0	0.0	-
72	Jabalpur	0.0	0.0	-	0.0	0.0	-
73	Jaisalmer	0.0	0.0	-	0.0	0.0	-
74	Jalgaon	0.0	0.0	-	0.0	0.0	-
75	Jammu	102.6	74.0	38.7	616.1	440.9	39.7
76	Jamnagar	9.3	52.0	-82.1	87.6	52.0	68.4
77	Jharsuguda	0.0	9.0	-	0.0	49.4	-
78	Jodhpur	13.9	18.0	-22.8	68.9	42.0	64.1
79	Jorhat	10.7	20.0	-46.8	91.8	105.5	-13.0
80	Juhu	0.0	27.0	-	146.3	186.7	-21.6
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	10.4	10.0	3.8	61.0	63.0	-3.2
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishanganrh	0.0	0.0	-	0.0	0.0	-
87	Kolhapur	0.0	0.0	-	0.0	0.0	-
88	Kota	0.0	0.0	-	0.0	0.0	-
89	Lakhimpur(Lilabari)	0.0	0.0	-	0.2	1.0	-78.0
90	Leh	121.6	133.0	-8.6	1108.0	1046.3	5.9
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohambai(Dibrugarh)	97.7	153.0	-36.2	577.6	779.7	-25.9
93	Moradabad	0.0	0.0	-	0.0	0.0	-
94	Mysuru	0.0	0.0	-	0.0	0.0	-
95	Pakyong	0.0	0.0	-	0.0	0.0	-
96	Pantnagar	0.0	0.0	-	0.0	0.0	-
97	Porbandar	0.0	0.0	-	0.0	0.0	-
98	Prayagraj	4.6	3.0	-8.6	29.3	21.0	39.3
99	Puducherry	0.0	0.0	-	0.0	0.0	-
100	Raipur	520.8	507.6	2.6	3052.6	2967.7	2.9
101	Rajahmundry	2.1	1.0	-	14.2	12.1	16.8
102	Rajkot	0.0	0.0	-	0.0	365.0	-
103	Ranchi	603.6	624.0	-3.3	4333.9	3502.1	23.8
104	Rupsi	0.0	0.0	-	0.0	0.0	-
105	Safdarjung	0.0	0.0	-	0.0	0.0	-
106	Salem	0.0	0.0	-	0.0	0.0	-
107	Shimla	0.0	0.0	-	0.0	0.0	-
108	Sholapur	0.0	0.0	-	0.0	0.0	-
109	Silchar	84.0	70.0	20.0	359.0	367.2	-2.2
110	Tezpur	0.0	0.0	-	16.5	0.0	-
111	Tezu	0.0	0.0	-	0.0	0.0	-
112	Tuticorin	1.1	1.1	-0.3	4.9	4.2	16.2
113	Udaipur	27.6	13.0	-	154.9	97.7	58.5
(F) 69 Domestic Airports		2222.5	2407.1	-7.7	14821.8	14521.0	2.1
(G) 25 St.Govt. / Pvt Airports							
114	Aizawl(Lengpui)	120.7	83.0	45.4	653.1	420.9	55.2
115	Aligarh	0.0	0.0	-	0.0	0.0	-
116	Azamgarh	0.0	0.0	-	0.0	0.0	-
117	Bengaluru(Hal)	0.0	0.0	-	0.0	0.0	-
118	Bidar	0.0	0.0	-	0.0	0.0	-
119	Bilaspur	0.0	0.0	-	0.0	0.0	-
120	Chitrakoot	0.0	0.0	-	0.0	0.0	-
121	Durgapur	12.6	42.7	-70.6	220.6	382.2	-42.3
122	Hisar	0.0	0.0	-	0.0	0.0	-
123	Jagdalpur	0.0	0.0	-	0.0	0.0	-
124	Jamshedpur	0.0	0.0	-	0.0	0.0	-
125	Jeypore	0.0	0.0	-	0.0	0.0	-
126	Kurnool	0.0	0.0	-	0.0	0.0	-
127	Mundra	0.0	0.0	-	0.0	0.0	-
128	Nanded	0.0	0.0	-	0.0	0.0	-
129	Nasik(Hal Ozar)	410.2	0.0	-	1984.3	0.0	-
130	Pasighat	0.0	0.0	-	0.0	0.0	-
131	Pithoragarh	0.0	0.0	-	0.0	0.0	-
132	Rourkela	0.0	0.0	-	0.0	0.0	-
133	Shivamogga	0.0	0.0	-	0.0	0.0	-
134	Shravasti	0.0	0.0	-	0.0	0.0	-
135	Sindhudurg	0.0	0.0	-	0.0	0.0	-
136	Utkela	0.0	0.0	-	0.0	0.0	-
137	Vijayanagar	0.0	0.0	-	0.0	0.0	-
138	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 25 St.Govt. / Pvt Airports		543.5	125.7	-	2858.1	803.2	-
Grand Total (A+B+C+D+E+F+G)		334251.1	291898.3	14.5	2198933.1	1911522.6	15.0

Source: A.A.I.

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

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2023-24
KOLKATA												
Kolkata Dock System	TRF APRIL-MAR., 2025	413	543	-	528	23	1267	9905	620	3962	16641	
	TRF APRIL-MAR., 2024	305	430	29	744	6	2493	9887	642	3015	16909	-1.58
Haldia Dock Complex	TRF APRIL-MAR., 2025	9822	5933	458	149	453	316	14751	185	12213	47310	
	TRF APRIL-MAR., 2024	9782	5143	1778	96	387	20738	2061	111	9551	49536	-4.49
TOTAL: SMP, KOLKATA	TRF APRIL-MAR., 2025	10235	6476	458	677	476	316	16018	805	16175	63951	
	TRF APRIL-MAR., 2024	10087	5573	1807	840	393	23231	11948	753	12566	66445	-3.75
PARADIP	TRF APRIL-MAR., 2025	36937	1730	23071	2142	6048	51180	16070	548	27	12682	150408
	TRF APRIL-MAR., 2024	37962	1891	25824	422	5490	49123	15347	203	13	145379	3.46
VISAKHAPATNAM	TRF APRIL-MAR., 2025	24849	1390	11573	1282	1654	8929	6837	9940	618	16169	82623
	TRF APRIL-MAR., 2024	18983	1641	15587	1739	1782	9813	7306	11077	673	13162	81090
KAMARAJAR(ENNORE)	TRF APRIL-MAR., 2025	5209	179	-	-	-	22976	2608	13146	681	4289	48407
	TRF APRIL-MAR., 2024	4980	167	-	-	-	22046	2145	12958	671	2981	45277
CHENNAI	TRF APRIL-MAR., 2025	13939	1373	860	-	222	-	35090	1818	3479	54963	
	TRF APRIL-MAR., 2024	14744	1427	827	-	289	-	30678	1590	3633	51598	6.52
V.O.CHIDAMBARANAR	TRF APRIL-MAR., 2025	477	1402	-	587	861	9818	8170	15896	795	4513	41724
	TRF APRIL-MAR., 2024	467	1162	-	797	797	9904	8673	14940	747	4662	41402
COCHIN	TRF APRIL-MAR., 2025	24646	451	-	-	223	-	11267	835	1158	37745	
	TRF APRIL-MAR., 2024	24186	645	-	-	190	-	10179	754	1115	36315	3.94
NEW MANGALORE	TRF APRIL-MAR., 2025	28562	2998	2105	546	58	6510	1925	184	855	46014	
	TRF APRIL-MAR., 2024	26374	2828	4498	491	57	6662	1088	196	908	45707	0.67
MORMUGAO	TRF APRIL-MAR., 2025	573	398	3940	239	-	2713	6678	-	3585	18126	
	TRF APRIL-MAR., 2024	585	405	5002	154	-	3738	6608	-	4136	20628	-12.13
MUMBAI	TRF APRIL-MAR., 2025	40720	1945	6490	479	100	8179	-	6	1	10706	68625
	TRF APRIL-MAR., 2024	39845	1803	5484	431	122	8108	-	157	15	11311	67261
J.N.P.A.	TRF APRIL-MAR., 2025	3439	2413	-	-	-	-	83968	7302	2295	92115	2.03
	TRF APRIL-MAR., 2024	3404	2481	-	-	-	-	78126	6430	1807	85818	7.34
DEENDAYAL	TRF APRIL-MAR., 2025	64919	11788	1407	4015	408	17034	8088	475	41826	150157	
	TRF APRIL-MAR., 2024	64379	10849	2017	3395	285	17649	8502	468	24758	132374	13.43
ALL PORTS	TRF APRIL-MAR., 2025	254505	32543	49904	9967	10050	58978	193524	13541	117732	854858	
	TRF APRIL-MAR., 2024	245996	30872	61046	8269	9405	64938	181569	12310	90156	819294	4.34
% Variation from previous year		3.46	5.41	-18.25	20.53	6.86	-9.18	6.58	10.00	30.59	4.34	

Source: I.P.A.

Isuzu Motors India Becomes the Leading Exporter of Commercial Vehicles in 2025

For the fiscal year 2024-2025, Isuzu Motors India has become the top exporter of commercial vehicles (CVs) from the country. Based on data given by the Society of Indian Automobile Manufacturers (SIAM), the company exported 20,312 units of commercial vehicles during the year, showing a 24% YoY increase over the 16,329 units exported the year before.

Isuzu Motors India currently retains the number 1 spot after ranking among the top three Indian commercial vehicle exporters in recent years. The company supplies commercial vehicles to left-hand drive and right-hand drive markets throughout Asia and the Middle East from its manufacturing plant in Sri City, Andhra Pradesh.

Nepal, Bhutan, Bangladesh, Saudi Arabia, Bahrain, Qatar, Kuwait, Oman, and Jordan are important export markets for Isuzu Commercial Vehicles. A key component of Isuzu's export business is the Sri City plant, which has manufactured its 100,000th unit. The factory serves as a strategic manufacturing base for both domestic and foreign markets, especially in the cargo pickup vehicle segment.

The company opened its 107-acre production facility in Sri City, Andhra Pradesh, in April 2016. Isuzu Motors India started Phase-II operations in February 2020, which includes an engine assembly factory and a new Press Shop facility. The business prioritises providing high-quality goods and services and has ISO 9001:2015 certification. To increase



accessibility for Indian customers, the company has been growing its domestic sales and service network concurrently.

The consistent increase in exports is partly a result of the growing awareness of Indian manufacturing's potential in international markets. Rajesh Mittal, President and Managing Director, Isuzu Motors India, stated, "This milestone reinforces the strength of ISUZU's global manufacturing philosophy-Isuzu Monozukuri. Every vehicle we produce in India is built to the same global standards that define the ISUZU brand worldwide," reported Trucks Dekho.

He further added, "Our Sri City facility is powered by a talented and dedicated workforce. These 'Made-in-India' vehicles are a true reflection of our robust manufacturing processes, proven product DNA and our unwavering commitment to serving both domestic and international markets with pride and consistency."

Toru Kishimoto, Deputy Managing Director, Isuzu Motors India, said, "We are proud to see continued and growing demand for India-made ISUZU vehicles in key global markets. This strong export performance is a testament to the world-class quality, reliability, and performance of our vehicles, made in India."

X



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