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Green Hydrogen: India Journey Towards A Sustainable Future

Ashok Gupta

Friends,

In this edition, we have taken up the topic - Green Hydrogen, which will empower India's journey towards a sustainable future. Do enjoy the reading.

India is steadily advancing toward a clean and sustainable energy future, and green hydrogen has rapidly become the focal point of this transition. Produced using renewable energy sources such as solar and wind power, green hydrogen emits no carbon dioxide, setting it apart from conventional hydrogen derived from fossil fuels. Its appeal lies in its purity and promise—an entirely clean, sustainable fuel that can power industries while protecting the planet.

With rising energy demands and the urgent need to reduce carbon emissions, green hydrogen is being hailed as the fuel of the future. At its core is the process of electrolysis, where water is split into hydrogen and oxygen using electricity generated from renewable sources. This leaves behind no emissions, making it a truly transformative energy solution. Other emerging methods include photo-electrochemical processes, which use sunlight directly to split water, and biological approaches that rely on algae or bacteria to produce hydrogen.

What makes green hydrogen particularly significant is its versatility. It can decarbonise hard-to-abate sectors such as steel, cement, fertilisers, and heavy transportation—industries that are traditionally difficult to make sustainable. It is also storable, transportable, and convertible into electricity or synthetic fuels, providing flexibility unmatched by most other energy carriers. India, endowed with vast solar and wind resources, has a natural advantage to produce green hydrogen at scale and at competitive costs, offering the potential to transform its energy landscape.

India's commitment to harnessing this potential became concrete with the launch of the National Green Hydrogen Mission in 2023. Backed by an allocation of ₹19,744 crore, the mission outlines an ambitious plan to position the country as a global hub for green hydrogen production and export. The goals are both bold and clear: to produce five million metric tonnes of green hydrogen annually by 2030, create over six lakh jobs, reduce fossil fuel imports by ₹1 lakh crore, and prevent the release of 50 million metric tonnes of carbon dioxide every year. This initiative marks a defining step in India's broader strategy to achieve net-zero emissions and reinforce energy independence.

India's commitment to harnessing this potential became concrete with the launch of the National Green Hydrogen Mission in 2023. Backed by an allocation of ₹19,744 crore, the mission outlines an ambitious plan to position the country as a global hub for green hydrogen production and export

Electrolysis—the primary method of producing green hydrogen—appears straightforward but remains technologically and economically demanding. It requires highly efficient electrolysers and substantial energy input, which currently makes it cost-intensive. Yet, as renewable energy becomes cheaper and electrolyser technology advances, production costs are expected to decline significantly. Moreover, India's renewable energy potential, estimated at more than 420 GW of solar and wind power, provides a strong foundation for scaling up production. States such as Gujarat, Rajasthan, and Tamil Nadu are already attracting major investments in green hydrogen projects.

The private sector has responded with enthusiasm. Companies like Reliance Industries, Adani Group, and NTPC Limited are preparing to play leading roles in hydrogen fuel production, signalling a strong partnership between industry and government. This collaboration is supported by several policy measures aimed at building a complete ecosystem around green hydrogen. These include incentives for producers, mandatory use of green hydrogen in refineries and fertiliser production, standards and

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certifications for quality assurance, and production-linked incentive schemes for electrolyser manufacturing. Such initiatives are designed to attract domestic and international investment, strengthen supply chains, and make green hydrogen a viable alternative to fossil fuels.

Despite the momentum, challenges persist. The high cost of electrolysers, limited efficiency of existing technology, inadequate storage and transport infrastructure, and uncertain market demand are some of the main obstacles. However, these barriers are not insurmountable. Scaling up domestic manufacturing, offering fiscal incentives, developing hydrogen hubs and dedicated industrial corridors, and fostering global partnerships for research and development can accelerate progress. India has already taken steps in many of these areas, moving rapidly toward large-scale deployment.

As production capacity grows, the uses of green hydrogen will extend across multiple sectors. In transportation, hydrogen-powered trucks and buses can help decarbonise long-haul freight and public mobility. In the steel and cement industries—two of the most carbon-intensive sectors—hydrogen can serve as a clean substitute for coal and coke. Fertiliser production, which currently relies heavily on imported ammonia-based compounds, can be made cleaner and more self-reliant through the use of domestically produced green hydrogen.

While electric vehicles dominate the conversation around sustainable transport, green hydrogen complements rather than competes with them. EVs are ideal for personal and light transport, but hydrogen offers distinct advantages for heavy-duty vehicles, industrial applications, and long-range logistics. Its quick refuelling and high energy density

Evs are ideal for personal and light transport, but hydrogen offers distinct advantages for heavy-duty vehicles, industrial applications, and long-range logistics

make it a practical solution for sectors where battery storage falls short.

The economic implications are equally compelling. According to NITI Aayog, the green hydrogen industry could boost India's GDP by over $90 billion by 2030, create more than half a million green jobs, and save billions of dollars in oil and gas imports. It also has the potential to transform India into a key global exporter of green hydrogen and its derivatives, enhancing both economic resilience and geopolitical influence.

Beyond economics, the pursuit of green hydrogen carries profound environmental and strategic significance. It represents a pathway to true energy independence—where the nation's growth is no longer tied to imported fossil fuels but powered by its abundant natural resources. It aligns with global sustainability commitments while strengthening India's position as a leader in clean technology innovation.

Green hydrogen is not merely another renewable alternative; it is a revolution in how energy is produced, stored, and consumed. It embodies a vision of cleaner skies, sustainable industries, and empowered communities. As India continues to implement forward-thinking policies, attract global investments, and expand renewable capacity, the coming years could witness a transformation as pivotal as the nation's early industrial revolution.

India's resolve to lead the green hydrogen movement reflects a broader truth—that economic growth and environmental responsibility are not opposing forces but complementary pursuits. Green hydrogen stands as a bridge between them, promising both prosperity and sustainability. The momentum is building, and if the nation continues on this trajectory, it will not only meet its clean energy ambitions but redefine the future of global energy itself.

Thank you,

Ashok Gupta

Editor

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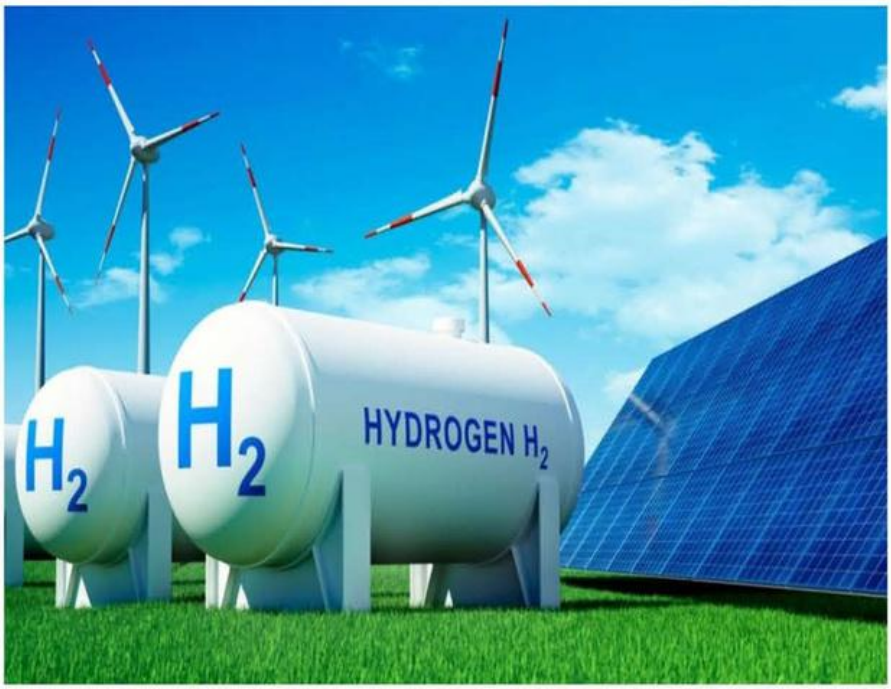
India's Next Energy Revolution - Discovering the Power of Natural Hydrogen!

Ashok Goyal
National President, AITWA



As India accelerates its journey toward a greener and more resilient future, the pursuit of sustainable energy solutions has taken centre stage. The nation's commitment to reducing its carbon footprint, diversifying its energy portfolio, and combating climate change has positioned hydrogen as a pivotal element in the clean energy transition. Among the many emerging alternatives, hydrogen stands out not merely as a fuel of the future but as a transformative energy vector capable of reshaping the global energy landscape.

Hydrogen is increasingly viewed as a cornerstone of the global decarbonization agenda. It has the potential to power industries, fuel transportation, and serve as an energy carrier across multiple sectors with minimal environmental impact. Yet, despite its promise, the reality of current hydrogen production presents a paradox. At present, hydrogen manufacturing processes release nearly 1,200 million tons of carbon dioxide each year—about three percent of the world's total carbon emissions. Of the 95 million tons of hydrogen produced globally in 2022, a staggering majority originated from fossil fuels. Natural gas contributed roughly three-quarters of the output, while coal accounted for nearly one-quarter. In contrast, low-emission hydrogen—often termed "green" hydrogen—represented a mere 0.7 percent of total global demand.

Amid the ongoing quest for cleaner and more efficient hydrogen sources, an intriguing and relatively untapped opportunity has begun to capture attention—**natural hydrogen**, also known as geological, native, white, or gold hydrogen. This form of hydrogen, generated deep within the Earth's crust, represents a remarkable phenomenon of nature's own energy production process. Unlike hydrogen produced through water electrolysis or steam methane reforming, natural hydrogen forms spontaneously through geological reactions such as water–rock interactions, radiolysis (the breakdown of water molecules by natural radiation), and the decomposition of hydrocarbons. Found in diverse geological environments—ranging from deep aquifers and gas fields to ancient rock formations—natural hydrogen accumulates within rock pores, fractures, and subsurface reservoirs.

Explorations across the world have revealed traces of natural hydrogen in countries such as Mali, Turkey, Canada, Colombia, Spain, Australia, Albania, and the United States. Among these, Mali holds the distinction of hosting the only known commercially exploitable deposit to date. Discovered in 1987, a small well in the village of Bourakébougou continues to yield about five tons of hydrogen per annum, used primarily for local electricity generation. This humble discovery, however, ignited a global wave of scientific curiosity and entrepreneurial ambition. Over 40 companies—such as Koloma (United

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States), Hydroma (Canada), and HyTerra and Gold Hydrogen (Australia)—have since emerged to explore and harness this natural resource. Some have attracted significant investments; notably, Koloma, a U.S.-based start-up pioneering innovative methods of locating and extracting natural hydrogen from subsurface mineral deposits, secured an impressive $245 million in funding, with investors including Amazon's Climate Pledge Fund.

In India, too, scientific interest in natural hydrogen is gaining momentum. Research conducted by the Indian Institute of Technology (IIT) Gandhinagar and IIT (Indian School of Mines) Dhanbad has identified several promising geological settings for potential hydrogen deposits. These studies highlight that regions with **ultramafic and mafic rock formations**—notably the Andaman Islands, Ladakh, and the Himalayan belts encompassing Manipur and Nagaland—could serve as favourable sites for natural hydrogen accumulation. Additional promising areas include the volcanic-sedimentary formations of Bundelkhand, the Dharwar craton, and several geothermal zones, such as the hot springs of Ladakh, Jammu & Kashmir, Maharashtra, Sikkim, and Meghalaya.

While the possibilities are exciting, realising India's natural hydrogen potential will depend on addressing several critical dimensions:

Geological suitability: India's diverse geological formations offer a fertile ground for exploration, particularly in regions such as Assam, Gujarat, and the Deccan Plateau. However, comprehensive geological mapping is essential to identify viable reserves, estimate their capacity, and determine their quality. This will require extensive use of seismic imaging, geophysical surveys, and advanced modelling tools to map subsurface structures and evaluate hydrogen occurrence patterns.

Technological and economic viability: Extracting natural hydrogen is both technically complex and capital-intensive. Deep drilling, subsurface monitoring, and advanced reservoir management techniques are necessary to safely and efficiently capture the gas. The cost of exploration and extraction remains high due to limited technological maturity. Substantial investment in research and development, pilot-scale projects, and partnerships with global technology leaders will be vital to improve efficiency and reducing production costs.

Infrastructure readiness: Even if extraction proves feasible, the challenge of storing and transporting hydrogen remains formidable. Hydrogen, being the smallest and most diffusive molecule, demands specialised pipelines, containment materials, and storage technologies. India's current infrastructure, largely designed for conventional hydrocarbons, will require extensive retrofitting or new construction to accommodate large-scale hydrogen handling. Public–private partnerships could play an instrumental role in mobilising capital and expertise for infrastructure development.

Data availability and research collaboration: One of the foremost challenges in studying natural hydrogen in India is the scarcity of comprehensive and publicly accessible data. Collaborative research involving national institutions, universities, and industry players is essential to building a robust knowledge base. Organisations such as ONGC and Oil India, with their extensive experience in subsurface exploration, can spearhead the creation of national datasets and open-access repositories, enabling further research and innovation.

To harness this natural endowment, India must adopt a **multi-dimensional roadmap** anchored in research, policy, and industry collaboration. The following steps could shape the country's strategic direction:

- **Comprehensive landscape assessment:** Launching a nationwide geological survey to systematically identify and map regions with the highest natural hydrogen potential.
- **Policy and regulatory framework:** Formulating clear and progressive policies to reduce exploration risks, streamline licensing procedures, and ensure environmental protection during extraction.
- **Technological advancement:** Encouraging innovation through targeted funding for R&D in hydrogen detection, drilling, extraction, and storage technologies.
- **Public–private collaboration:** Fostering cooperation between research institutions, startups, and industry leaders to translate scientific discoveries into commercial ventures.
- **International cooperation:** Building partnerships with countries such as the U.S., Japan, and Canada, which have made significant strides in hydrogen exploration, can help India leapfrog technological barriers and adopt best practices.

As the world edges closer to a clean energy transition, natural hydrogen offers a unique opportunity—an untapped, self-replenishing source that could redefine the contours of energy security and sustainability. For India, the path forward lies in combining scientific curiosity with strategic foresight, fostering innovation with integrity, and balancing exploration with environmental stewardship. With the right investments and collaborative spirit, natural hydrogen could well become the golden element in India's journey toward a low-carbon, self-reliant future.

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India's Green Hydrogen Momentum: A Compelling Case for 2025 Investment

Abhishek Gupta
General Secretary, AITWA

As the world accelerates its transition to clean energy, green hydrogen is emerging as a cornerstone of global decarbonisation—transforming industries, transportation, and power generation. Among the nations vying for leadership in this space, India stands out as a powerful contender. The country has made remarkable progress in clean energy, with renewable sources already accounting for nearly half of its total electricity generation. Green hydrogen, produced through renewable energy without carbon emissions, is fast becoming India's answer to sectors where electrification alone isn't enough. For industries such as fertilisers, steel, and oil refining—where energy-intensive processes dominate—green hydrogen offers a viable, low-emission solution that bridges the gap between sustainability and industrial necessity.

India's strength lies in its abundant renewable resources, supportive government policies, and expanding industrial base. Together, these factors are turning the country into one of the world's most promising markets for green hydrogen. Backed by an ambitious policy roadmap for 2030, a surge in large-scale projects, and strong global partnerships, India's hydrogen economy is poised for a significant breakthrough—making it a magnet for both domestic and international investment.

At the heart of this transformation is the National Green Hydrogen Mission (NGHM), launched in 2023 as a defining step in India's clean energy journey. The mission sets a bold target: producing 5 million metric tons of green hydrogen annually by 2030. This initiative is projected to attract over ₹8 lakh crore in investments and generate around 6 lakh new jobs, all while reinforcing India's long-term goal of achieving net-zero emissions by 2070.

Supporting this is the government's SIGHT programme—Strategic Interventions for Green Hydrogen Transition—an ambitious framework dedicated to scaling up hydrogen production and manufacturing infrastructure. With a public-sector investment of ₹17,490 crore allocated from 2023 to 2029, the programme provides Production Linked Incentives to companies building electrolysers, the devices that split water into hydrogen and oxygen. These incentives also extend to businesses that produce hydrogen as a main or secondary product, ensuring that innovation and industry participation remain central to the mission's success.

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India's natural advantages further amplify its green hydrogen potential. With vast solar and wind resources, extensive hydroelectric capacity, and a reliable water supply for electrolysis, the country has all the ingredients needed to lead the global hydrogen economy. Its geographic diversity allows for the creation of dedicated green hydrogen hubs—regions that can integrate production, storage, and distribution—turning India into a powerhouse of sustainable fuel generation.

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Beyond national initiatives, India is strengthening its global alliances in the green energy space. The European Union, for instance, has become one of India's closest partners in advancing hydrogen technology and infrastructure. The third phase of the India-EU Clean Energy and Climate Partnership, held in November 2024, focused on deepening cooperation in hydrogen development, from regulatory alignment and technology transfer to supply chain resilience. Such partnerships not only enhance India's technical capabilities but also cement its role as a key player in shaping the global clean energy agenda.

On the domestic front, collaboration between industry and government is driving the sector forward through the India Hydrogen Alliance (IH2A)—an industry-led consortium of major corporations and policy institutions. Members include Reliance Industries, JSW Steel, BP, Hero Future Energies, Aramco, and Torrent Power, working alongside NITI Aayog and other public entities. The alliance aims to reduce the cost of hydrogen production, strengthen supply chains,

On the domestic front, collaboration between industry and government is driving the sector forward through the India Hydrogen Alliance (IH2A)—an industry-led consortium of major corporations and policy institutions

and promote hydrogen applications across sectors. One of IH2A's landmark initiatives is its proposal to develop 25 green hydrogen projects nationwide, a move that would accelerate India's clean energy transformation and stimulate industrial decarbonisation.

Infrastructure development is another critical piece of the puzzle. India is actively upgrading its port systems to facilitate hydrogen exports and support global trade. Ports such as Kandla are already setting up electrolysers with a target production capacity of up to 10 MW, while the Tuticorin port is being modernised to handle both domestic production and international exports. The Ministry of Ports, Shipping, and Waterways is also overseeing pilot projects to integrate green hydrogen and its derivatives into maritime operations—ushering in a new era of cleaner, hydrogen-powered shipping.

At the same time, domestic and global demand for green hydrogen is rising sharply. In India, industries like fertilisers, steel, and refining are set to drive consumption, with NITI Aayog projecting that the green hydrogen market could reach $8 billion by 2030. India is expected to account for more than 10% of global green hydrogen use, underscoring its critical role in the global supply chain. As countries worldwide ramp up their hydrogen infrastructure, India's early mover advantage positions it to become a major exporter, boosting its economy while contributing to global sustainability goals.

India isn't merely participating in the green hydrogen revolution—it's setting the pace. With visionary policies, abundant renewable capacity, and a clear commitment to innovation and export, the country is building a foundation for long-term leadership in this transformative sector. The National Green Hydrogen Mission and supporting initiatives demonstrate a whole-of-nation approach, uniting government ambition with industrial execution.

For investors, the message is clear: India's green hydrogen landscape offers immense potential. As the world races toward a low-carbon future, India stands out for its scale, speed, and strategic clarity. It is not just building a cleaner tomorrow—it is shaping the global hydrogen economy of the future.

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Hydrogen-Powered Logistics: India's Next Alternative Fuel Frontier

Fueling Tomorrow's Transport with Clean Hydrogen Energy

As India accelerates its pursuit of a greener and more resilient future, **hydrogen** has emerged as a pivotal element in its clean energy transition. The country's commitment to reducing its carbon footprint, diversifying its energy portfolio, and combating climate change has placed hydrogen—both **natural and green**—at the heart of its sustainability agenda.

Hydrogen is increasingly seen as a **cornerstone of global decarbonisation**, with the potential to power industries, fuel transportation, and act as a clean energy carrier across multiple sectors. Yet, the reality of hydrogen production today reflects a paradox. Despite its promise, most of the world's hydrogen still comes from fossil fuels. In 2022, of the 95 million tonnes produced globally, nearly three-quarters originated from natural gas and one-quarter from coal, together releasing nearly **1,200 million tonnes of carbon dioxide**—around three per cent of total global emissions. By contrast, **low-emission or "green" hydrogen** represented less than one per cent of global supply.

This gap underscores both the **challenge and the opportunity**—the urgent need to scale up clean hydrogen alternatives that can help decarbonise the global economy.

The Emergence of Natural Hydrogen: Energy from the Earth Itself

Amid the push for sustainable hydrogen production, scientists have turned their attention to a lesser-known but fascinating resource: **natural hydrogen**, also referred to as geological, native, white, or gold hydrogen. Unlike hydrogen produced through industrial processes such as electrolysis or steam methane reforming, natural hydrogen is **generated spontaneously within the Earth's crust** through geological reactions.

These include **water–rock interactions, radiolysis** (the splitting of water molecules by natural radiation), and the **decomposition of hydrocarbons** over geological timescales. This naturally occurring hydrogen accumulates in subsurface reservoirs, rock fractures, and gas fields, offering a potentially continuous, low-carbon source of energy that nature itself renews.

Explorations worldwide have revealed traces of natural hydrogen in **Mali, Turkey, Canada, Colombia, Spain, Australia, Albania, and the United States**. Among them, Mali holds the distinction of hosting the **only known commercially exploitable deposit**. Discovered in 1987, the Bourakébougou well produces around five tonnes of hydrogen annually, which powers local electricity generation. Though small, this discovery sparked global scientific curiosity and commercial ambition.

Explorations worldwide have revealed traces of natural hydrogen in Mali, Turkey, Canada, Colombia, Spain, Australia, Albania, and the United States. Among them, Mali holds the distinction of hosting the only known commercially exploitable deposit. Discovered in 1987, the Bourakébougou well produces around five tonnes of hydrogen annually, which powers local electricity generation. Though small, this discovery sparked global scientific curiosity and commercial ambition

Today, more than **40 companies** —including Koloma (U.S.), Hydroma (Canada), and HyTerra and Gold Hydrogen (Australia)—are exploring this natural resource. Koloma, notably, raised **$245 million** in 2023, backed by Amazon's Climate Pledge Fund, to develop advanced methods for locating and extracting subsurface hydrogen.

Natural Hydrogen in India: Geological Promise and Scientific Momentum

In India, interest in natural hydrogen is gaining ground. Studies by **IIT Gandhinagar** and **IIT (ISM) Dhanbad** have identified several promising geological environments for hydrogen formation. Regions containing **ultramafic and mafic rock formations**—notably the Andaman Islands, Ladakh, and parts of the Himalayan belt encompassing Manipur and Nagaland—could host favourable conditions for hydrogen generation.

Other potentially rich zones include the **Bundelkhand** and **Dharwar cratons**, and several **geothermal regions** such as the hot springs of Ladakh, Jammu & Kashmir, Maharashtra, Sikkim, and Meghalaya. These findings provide a scientific basis for further exploration.

However, realising India's natural hydrogen potential requires addressing four key dimensions:

1. Geological Suitability

India's diverse geology offers fertile ground for exploration, especially in regions like Assam, Gujarat, and the Deccan Plateau. But before any extraction, **comprehensive mapping and seismic surveys** are essential to assess reserve capacity, depth, and quality. Advanced geophysical modelling will be vital to predict hydrogen flow and accumulation zones.

2. Technological and Economic Viability

Extracting hydrogen from deep geological layers is technically demanding and costly. It requires sophisticated **drilling, reservoir monitoring, and gas separation technologies**. Since natural hydrogen exploration remains at an early stage globally, India must invest heavily in **R&D, pilot projects**, and **international partnerships** to build capability and reduce production costs.

3. Infrastructure Readiness

Even if extraction succeeds, storing and transporting hydrogen safely pose challenges. Hydrogen's **small molecular size and high diffusivity** demand specialised pipelines and containment systems. India's existing infrastructure, built for hydrocarbons, will need retrofitting or new investments. **Public–private partnerships** can play a decisive role in mobilising capital and expertise.

4. Research Collaboration and Data Availability

Currently, India lacks comprehensive open-access data on natural hydrogen reserves. Building **collaborative networks** between research institutions, industry, and public agencies like ONGC and Oil India can help create a national database to support exploration and innovation.

Charting a Strategic Roadmap for Natural Hydrogen

To tap this untapped resource, India will need a multi-dimensional roadmap built on scientific research, clear policies, and industry cooperation. Key steps could include:

- **Comprehensive geological**

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assessment through nationwide surveys and mapping.

- **Policy and regulatory frameworks** to streamline exploration licensing and ensure environmental safeguards.
- **Targeted funding** for R&D in hydrogen detection, drilling, extraction, and storage.
- **Public–private partnerships** to translate scientific findings into commercial opportunities.
- **International collaboration** with nations like the U.S., Japan, and Canada to share technology and expertise.

Natural hydrogen represents a potential **game-changer**—a clean, continuously regenerating source that could strengthen India's energy security and sustainability.

Green Hydrogen: The Engine of India's Clean Energy Transition

Parallel to the exploration of natural hydrogen, **green hydrogen** is already driving India's renewable revolution. Produced via **electrolysis** using solar or wind energy, green hydrogen emits **no carbon dioxide**, setting it apart from fossil-based hydrogen.

Its versatility allows it to **decarbonise hard-to-abate sectors** like steel, cement, fertilisers, and heavy transport. Moreover, it can be stored, transported, or converted into electricity and synthetic fuels, offering unmatched flexibility.

India's leadership in this space became evident with the launch of the **National Green Hydrogen Mission (2023)**. Backed by an outlay of **₹19,744 crore**, the mission aims to make India a **global hub** for production and export. Its goals include producing **five million tonnes** of green hydrogen annually by 2030, creating **six lakh jobs**, reducing fossil fuel imports by **₹1 lakh crore**, and avoiding **50 million tonnes of CO_2 emissions** each year.

Private players such as **Reliance Industries, Adani Group, and NTPC** have embraced the opportunity, supported by government incentives like **production-linked schemes, mandatory green hydrogen quotas,** and **quality certification systems**.

Challenges and Opportunities Ahead

The road to large-scale adoption remains challenging. The **high cost of electrolysers,** limited efficiency, and lack of hydrogen infrastructure remain bottlenecks. Yet, as renewable power prices fall and technology advances, costs are expected to drop significantly.

Developing **hydrogen hubs, dedicated industrial corridors, and research collaborations** will be crucial to building a complete ecosystem. India's abundant renewable potential—over **420 GW** of solar and wind capacity—provides a strong foundation for this growth.

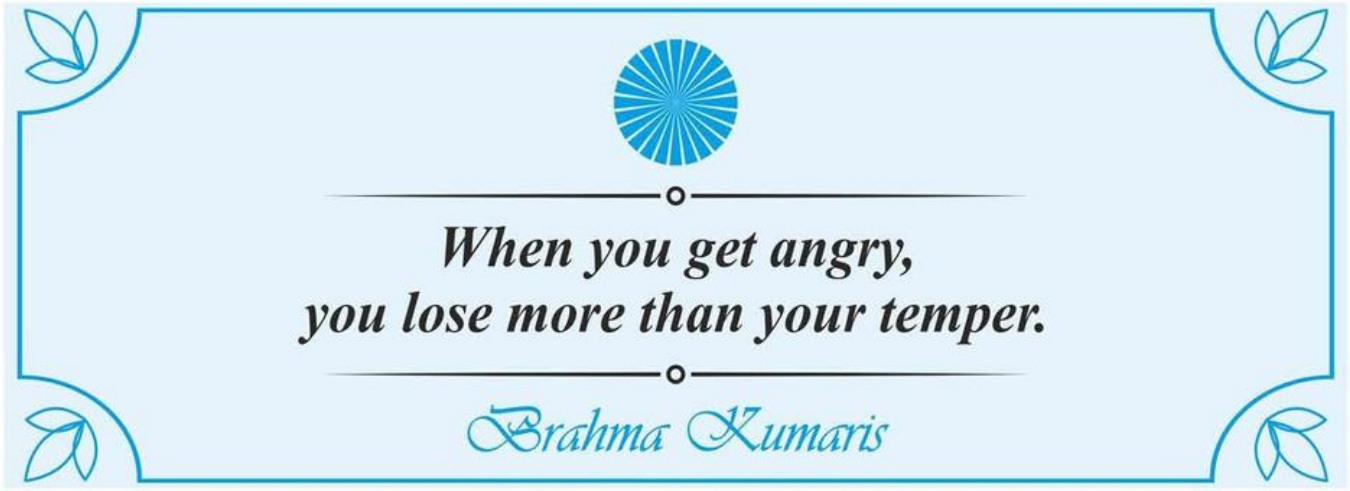
Pathways to Fuel Tomorrow's Transport with Clean Hydrogen Energy

Both **natural and green hydrogen** offer India complementary pathways toward clean energy independence. Green hydrogen aligns with renewable expansion and industrial decarbonisation, while natural hydrogen opens a new frontier of indigenous, naturally sourced fuel.

Together, they can **redefine India's energy security**, catalyse new industries, and strengthen the nation's position as a global leader in sustainable innovation.

The hydrogen revolution, therefore, is not just about cleaner fuel—it is about **reshaping India's energy destiny**, balancing growth with responsibility, and turning scientific discovery into lasting sustainability.

x



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ICD-Bawal Strengthens Northern India's EXIM Connectivity with ONE Line BL Point and Resumed Rail Operations

In a move set to enhance Northern India's export-import connectivity, ICD-Bawal, Sanjvik Terminals has expanded its EXIM operations through two major developments — the commencement of BL Point by ONE (Ocean Network Express) Line and the resumption of EXIM rake connectivity from key sea ports.

ONE Line, one of the world's largest shipping lines, has officially commenced its BL Point operations for EXIM business at ICD, Bawal, Sanjvik Terminals, owned by Om Logistics. With a strong customer base in the automobile and white goods sectors, many of which are located within the Korean and Japanese industrial belt, this development provides customers with direct, efficient and reliable EXIM service delivery through ICD Bawal — further enhancing the terminal's connectivity and operational capabilities.

Adding to this momentum, ICD, Bawal has resumed EXIM rail transportation services from major sea ports including Mundra, Pipavav and JNPT, in collaboration with Pristine Logistics &Infraprojects, the rail operator with a fleet of over 80 rakes. The presence of a Gati Shakti terminal within the Bawal catchment area also allows customers to avail double-stack movement benefits, improving cost efficiency and turnaround times.

These initiatives position ICD, Bawal as a key logistics hub for increased EXIM volumes and enhanced trade connectivity across Northern India achieving an all-time high in TEUs in September 2025.

With these advancements, Sanjvik Terminals continues to reinforce its position as a preferred ICD in the northern region, driven by advanced infrastructure, process-led operations, and a strong customer-first approach. The expansion of partnerships and service routes highlights ICD-Bawal's growing contribution to India's EXIM trade and logistics excellence.

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Alcohol Presence Not A Valid Reason To Deny Motor Insurance - A Landmark Ruling By HC

In a landmark ruling that could reshape how insurers handle motor accident claims in India, the Kerala High Court has ruled that insurance companies cannot reject an accident-related claim solely because the driver had alcohol in their blood at the time of the incident.

The court clarified that the **mere presence of alcohol** in a person's body does not automatically establish intoxication, driving negligence, or "impairment of faculties." For an insurer to deny a claim on such grounds, it must **prove beyond doubt** that intoxication directly contributed to the accident.

"Evidence regarding the mere presence of alcohol would not suffice to exclude the insurer from liability," stated the High Court. This ruling holds significant implications for policyholders seeking compensation in cases where alcohol consumption is involved.

What actually happened

The case centered around **K.S. Shibu**, a worker in Kerala's irrigation department, who died in a motorcycle accident on **May 19, 2009**, after his bike collided with a tourist bus. Shibu was covered under a **Group Personal Accident (GPA)** policy issued by **National Insurance Co. Ltd.** for state government employees and teachers.

Following his death, his widow filed a claim under the policy. However, **National Insurance** rejected it, citing a clause that excluded coverage if death occurred while the insured was "under the influence of intoxicating liquor or drugs."

The Kochi **Insurance Ombudsman**, however, ruled in favour of Shibu's widow, awarding her **₹7 lakh** as compensation. The insurer challenged this decision in the Kerala High Court.

Timeline of events:

- **19 May 2009:** K.S. Shibu dies in a motorcycle–bus collision.
- **3 January 2012:** Kochi Insurance Ombudsman awards ₹7 lakh to Shibu's widow; insurer appeals to the Kerala High Court.
- **14 October 2022:** Single-judge bench dismisses the insurer's petition and upholds the Ombudsman's decision.
- **2023:** National Insurance files

another appeal.

• **July 2025:** A division bench of the Kerala High Court dismisses the appeal and reaffirms the Ombudsman's award.

What the court said

To justify denial of the claim, **National Insurance** submitted a **chemical analysis report** showing that Shibu's blood contained **154.79 mg of ethyl alcohol per 100 ml**—more than **five times** the legal limit prescribed under Section 185 of the **Motor Vehicles Act, 1988**.

The insurer argued that this alone was sufficient proof of intoxication. But the court disagreed, ruling that **a chemical report cannot by itself determine whether the insured was under the influence of alcohol as defined in the policy's exclusion clause**.

Citing earlier precedents, including Babu K. & Another v. Union of India, the court explained that **intoxication is not merely about consumption**. For the insurer to invoke an exclusion clause, it must show that the alcohol consumption either **caused** or **materially contributed** to the accident. Without such proof, the exclusion does not apply.

In other words, **having alcohol in the bloodstream** does not automatically make the insurer free of liability. The insurer must **prove impairment**—that the driver's faculties were actually affected and that this impairment **led to or worsened** the accident.

The High Court made it clear that the **burden of proof** lies entirely with the insurer. Unless it conclusively establishes that alcohol consumption impaired the insured's physical or mental faculties, the claim cannot be denied.

"The sole reliance placed on the chemical analysis report… would not by itself prove that the deceased was under the influence of intoxicating alcohol," the judgment emphasized.

Since National Insurance failed to provide additional evidence linking intoxication to the cause of the accident, the court **dismissed the appeal** and **upheld the Ombudsman's order** directing payment of ₹7 lakh to the widow.

Since National Insurance failed to provide additional evidence linking intoxication to the cause of the accident, the court dismissed the appeal and upheld the Ombudsman's order directing payment of ₹7 lakh to the widow

Legal expert **Alay Razvi**, Managing Partner at Accord Juris, explains, "The 'under the influence' exclusion in motor insurance applies only when the insurer proves—through admissible evidence—that the driver's faculties were actually impaired and that intoxication caused or contributed to the accident. A blood alcohol report alone is not enough."

What this means for policyholders

According to **Aditya Chopra**, Managing Partner at The VictoriamLegalis, "Exclusion clauses in insurance contracts must be interpreted strictly and against the insurer, since they can completely exempt the insurer from liability."

This means policyholders should not lose hope if their claim is initially rejected on the grounds of intoxication or other exclusions. Such rejections can be **challenged before the Insurance Ombudsman** or even in court. The insurer must **conclusively prove** that the insured's conduct—such as intoxicated driving—**directly contributed to the accident** to invoke the exclusion clause.

Tushar Kumar, Advocate at the Supreme Court of India, further explains, "In this judgment, the mere presence of alcohol in the bloodstream was held insufficient, without proof of actual impairment, to trigger the exclusion 'whilst under the influence of intoxicating liquor.' Courts have consistently ruled that such clauses must be interpreted strictly against insurers. The insurer must provide clear, cogent evidence that the exclusion applies and that intoxication contributed to the loss."

The Kerala High Court's decision is a watershed moment in insurance law, reinforcing the principle that **policy exclusions cannot be applied loosely**. It ensures fairer treatment for policyholders and upholds the requirement that **insurers must prove both impairment and causation** before denying claims.

In essence, the ruling sets a **precedent: presence of alcohol is not proof of intoxication**, and **intoxication is not proof of liability exclusion**—unless it can be proven that it caused or materially contributed to the accident.

Note: The write-up was originally published in ET on Oct 07, 2025

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"Believe you can and you're halfway there" - Theodore Roosevelt

Logistics Cost Estimates Across Countries and India's Path Forward

The efficiency of a country's logistics system is a key determinant of its economic competitiveness. Logistics costs affect the final price of every product, the speed of trade, and the ability of businesses to respond to market demands. For a country like India, which depends heavily on road transport and faces infrastructural gaps, understanding how logistics costs compare globally is crucial for framing effective reforms.

Global Context

Worldwide studies show that logistics costs in developing countries are typically higher than in advanced economies. According to a cross-country comparison by Armstrong and Associates, logistics costs in developing countries generally range between **11% and 15% of GDP**. In contrast, advanced economies like the United States or South Korea maintain much lower ratios, often between **7% and 9% of GDP**.

High logistics costs in developing nations can be attributed to several factors — poor road conditions, fragmented supply chains, longer transit times, and lack of multimodal connectivity. These challenges result in higher fuel consumption, vehicle maintenance expenses, idle inventory, and administrative overheads.

Globally, the main components of logistics cost are transportation, inventory carrying, and warehousing. Among these, transportation is the largest contributor. For instance, in most economies, it accounts for more than half of total logistics expenditure. This highlights why the quality and efficiency of transport infrastructure have a direct bearing on national logistics costs.

India's Logistics Cost in Perspective

India has been widely recognised as having one of the highest logistics cost-to-GDP ratios among major economies. While estimates differ depending on the methodology used, all studies agree that logistics costs remain a significant drag on India's competitiveness.

- **Armstrong & Associates (2016)** estimated India's logistics cost at **13% of GDP** using an Artificial Neural Network (ANN) model.
- **Avalon Consulting (2015)**, in a study for the **Confederation of Indian Industry (CII)**, placed logistics costs at **10.9% of Gross Value Added (GVA)**.
- **NCAER (2019)**, using a hybrid approach based on both survey and national accounts data, estimated logistics costs at **8.1% of GDP for 2017–18**.
- A more recent **NCAER assessment (2023)** suggested a range of **7.8% to 8.9% of GDP** for 2021–22.
- A recent **NCAER assessment (2025)**.The report estimates India's logistics cost for **FY 2023–24** at **₹24.01 lakh crore—equivalent to 7.97% of GDP**. It also highlights mode-wise costs (₹3.78/tonne-km for road, ₹1.96 for rail, ₹2.30 for waterways, and ₹72 for air)

While these numbers indicate progress, they also underline a persistent gap compared to global benchmarks. Even at the lower end of the range, India's logistics costs are nearly double those of developed economies. This difference translates into higher costs for goods, reduced export competitiveness, and inefficiencies that ripple across industries.

Breaking Down India's Logistics Cost

The latest hybrid study by NCAER estimated **India's total logistics cost at INR 24 lakh crore for 2023–24**. The composition of this cost reveals much about where inefficiencies lie:

- **Road transport:** INR 10.01 lakh crore (41.7%)
- **Storage and warehousing:** INR 5.95 lakh crore (24.8%)
- **Rail, air, water transport, and material handling:** Remaining 33.5%

Road freight clearly dominates, reflecting India's dependence on trucks and highways for nearly **70% of total freight movement**. While road transport offers flexibility and reach, it also contributes to higher costs due to congestion, tolls, fuel prices, and inconsistent road conditions.

Storage and warehousing costs are another significant burden. Much of India's warehousing infrastructure is still unorganised or located far from production and consumption centres. Many industries rely on rented or self-owned storage facilities that are not officially classified as warehouses, leading to cost inefficiencies and underrepresentation in national accounts.

Inventory carrying costs — including interest on working capital, insurance, obsolescence, and damage — also add to the burden, especially in sectors with long supply chains like automotive, FMCG, and retail.

Why India's Costs Remain High

Several structural and operational factors explain India's higher logistics costs:

1.Over-reliance on Road Transport:

Railways and inland waterways remain underutilised despite being more cost-efficient. Limited multimodal integration means that goods often travel long distances entirely by road, inflating costs.

2.Inadequate Infrastructure:

Many roads, especially state and rural highways, are in poor condition, causing vehicle damage, delays, and higher fuel consumption. This is particularly visible in states where heavy monsoons or overloaded traffic deteriorate road quality.

3.Fragmented Supply Chains:

The logistics industry is dominated by small operators with limited coordination and digital adoption. Lack

of standardisation in operations, documentation, and pricing leads to duplication and inefficiency.

4.Underdeveloped Warehousing:

Warehouses are often designed for storage rather than logistics optimisation. Limited use of automation and poor connectivity between warehouses and transport hubs result in higher turnaround times and costs.

5.Regulatory Complexity:

Although GST has helped unify the market, compliance with multiple regulations, permits, and e-way bill norms still adds administrative time and cost.

6.Technology Gaps:

While large logistics companies are investing in digital platforms, the majority of small and medium transporters still operate manually, missing opportunities to save time, reduce fuel waste, and optimise fleet use.

Learning from Global Practices

Countries that have successfully lowered logistics costs share a few common strategies:

- **Integrated transport planning:** Coordinating investments across road, rail, air, and water modes.
- **Digital freight platforms:** Real-time tracking, automated invoicing, and transparent rate discovery.
- **Public–private collaboration:** Engaging the industry in infrastructure design and logistics policy formulation.
- **Data-driven policy:** Using reliable, continuously updated data to measure logistics performance and target reforms.

For example, Indonesia's National Logistics Ecosystem (NLE) integrates different trade and logistics systems into a single digital platform, cutting customs clearance times and reducing costs. China has achieved steady improvements by expanding multimodal transport corridors and investing in smart logistics zones near industrial centres.

These examples show that logistics cost reduction is not achieved through one-off infrastructure projects but through continuous efficiency gains across the entire supply chain.

India's Ongoing Reforms

India has taken significant steps to modernise its logistics landscape. The **PM Gati Shakti National Master Plan**, launched in 2021, aims to create a unified digital platform that maps all existing and proposed infrastructure projects across ministries. This enables faster coordination and reduces duplication in investments.

The **National Logistics Policy (NLP)**, announced in 2022, sets the ambitious goal of bringing logistics costs down to **8% of GDP by 2030**. The policy focuses on improving multimodal connectivity, simplifying regulations, and boosting digitalisation through the **Unified Logistics Interface Platform (ULIP)** — a system designed to connect transporters, shippers, and regulators through a single data window.

In parallel, the government's focus on developing dedicated freight corridors, logistics parks, and coastal shipping routes will help rebalance freight movement away from roads and toward more efficient modes.

The Role of the Transport Sector

Transporters form the backbone of India's logistics system. Nearly three-fourths of goods move by road, handled by a vast network of trucking companies, many of which are small and family-run. For the logistics cost to fall meaningfully, the efficiency of this segment must rise.

AITWA and other industry bodies have consistently advocated for measures to:

- **Improve road infrastructure quality** and ensure accountability of toll concessionaires when conditions deteriorate.
- **Provide digital support tools** for smaller fleet owners, enabling them to track vehicles, optimise routes, and manage documentation online.
- **Ensure timely payments** to transporters from shippers and logistics intermediaries to reduce working capital strain.
- **Introduce skill development programs** for drivers and operators to enhance professionalism and safety.

Reducing logistics cost is not only about infrastructure and technology — it is also about building trust, transparency, and discipline in the transport value chain.

A Path Toward Efficiency

India's journey toward single-digit logistics cost will depend on how effectively it addresses both macro-level bottlenecks and micro-level inefficiencies. Based on international trends and domestic priorities, five focus areas stand out:

1.Data Transparency: Establish a national framework for logistics cost estimation, updated annually, similar to the U.S. State of Logistics Report.

2.Modal Shift: Encourage movement of bulk cargo by rail and waterways, freeing up road capacity for time-sensitive goods.

3.Modern Warehousing: Develop logistics parks near urban and industrial clusters with multimodal access and shared infrastructure.

4.Digital Integration: Connect small transporters and shippers through open digital networks that allow tracking, billing, and route optimisation.

5.Policy Continuity: Maintain stable, industry-consulted policies to attract long-term investment in logistics infrastructure.

Conclusion

India's logistics sector has come a long way, but the challenge now is to translate infrastructure growth into measurable cost savings. The country's estimated logistics cost of 8–9% of GDP is still high compared to developed economies, but it is moving in the right direction.

As India aims to become a global manufacturing and export hub, lowering logistics costs will be a critical enabler. This requires close coordination between the government, industry associations like AITWA, and the broader transport community. With continued reforms, investment in multimodal infrastructure, and digital integration, India can build a logistics ecosystem that is both cost-efficient and globally competitive.

Cabinet Approves Construction of 4-lane Sahebganj-Areraj-Bettiah Section of NH-139W in Bihar

The Cabinet Committee on Economic Affairs chaired by the Prime Minister Narendra Modi has approved the Construction of 4-lane Sahebganj-Areraj-Bettiah section of the NH-139W in Bihar on Hybrid Annuity Mode (HAM) with a total project length of 78.942 km and total capital cost of Rs.3,822.31 crore.

The proposed four-lane greenfield project is to improve connectivity between the State Capital Patna with Bettiah connecting the North Bihar Districts of Vaishali, Saran, Siwan, Gopalganj, Muzaffarpur, East Champaran and West Champaran up to the areas along the Indo-Nepal border. The project will support the movement of long-distance freight traffic, improve access to key infrastructure and facilitate regional economic development by improving connectivity to agricultural zones, industrial areas, and cross-border trade routes.

The project will connect seven PM Gati Shakti economic Nodes, six Social Nodes, eight Logistic Nodes, nine Major Tourism and Religious Centers by improving access to key heritage and Buddhist tourist sites including the Kesariya Buddha Stupa (Sahebganj), SomeshwarnathMandir (Areraj), Jain Mandir and Vishwa Shanti Stupa (Vaishali), and Mahavir Temple (Patna), thereby strengthening the Buddhist circuit and international tourism potential of Bihar.

The NH-139W has been planned to provide a high-speed connectivity to alternate routes that are presently congested and geometrically deficient, and pass-through built-up areas and will serve as an important link to the NH-31, NH-722, NH-727, NH-27 and NH-227A.

The proposed greenfield alignment will support average vehicular speeds of 80 km/h against the design speed of 100 km/h. This will reduce the overall travel time between Sahebganj and Bettiah, from 2.5 hours to 1 hours, compared to existing alternatives, while offering safe, fast and uninterrupted connectivity for both passenger and freight vehicles.

The proposed project with length of 78.94 km will generate close to 14.22 lakh man-days of direct employment and 17.69 lakh man-days of indirect employment. The project will also induce additional employment opportunities due to increase in economic activity in the vicinity of the proposed corridor.

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Govt Approves Widening of Existing Highway to 4 Lane of Kalibor-Numaligarh Section of NH-715 in Assam

The Cabinet Committee on Economic Affairs (CCEA) chaired by the Prime Minister Narendra Modi, has approved widening and improvement of existing carriageway to 4 lane of Kalibor- Numaligarh section of NH-715 including Implementation of Wildlife friendly Measures Proposed on Kaziranga National Park (KNP) Stretch in Assam. The project will be developed on on Engineering, Procurement and Construction (EPC) Mode with a Total Length of 85.675 km and Total Capital Cost of Rs.6957 crore.

The existing Kalibor- Numaligarh section of NH-715 (old NH-37) has a configuration of 2-lane with/without paved shoulders, passing through densely built-up areas of Jakhlabandha (Nagaon) and Bokakhat (Golaghat) towns. A major part of the existing highway passes either through the Kaziranga National Park or along the southern boundary of the park, having restricted right of way (ROW) of 16 to 32 metres further aggravated by substantially poor geometrics. During the monsoons, the area inside the park gets flooded leading to the movement of the wildlife from the park towards the elevated Karbi-Anglong Hills by crossing the existing highway. The heavy round-the-clock traffic on the highway results in frequent accidents and deaths of wild animals.

To address these challenges, the project will involve construction of an elevated corridor of about 34.5 km, covering entire cross movement of wildlife from Kaziranga National Park to Karbi- Anglong Hills for free and un-interrupted passage of wildlife along with upgradation of 30.22 km of existing road and construct a 21 kms of greenfield bypasses around Jakhalabandha and Bokakhat. This will decongest the existing corridor, improve safety, and enhance the direct connectivity between Guwahati (the State Capital), Kaziranga National Park (tourism destination), and Numaligarh (an industrial town).

The project alignment integrates with 2 major National Highways (NH-127, NH-129) and 1 State Highways (SH-35), providing seamless connectivity to key economic, social, and logistics nodes across Assam. Additionally, the upgraded corridor will enhance multi-modal integration by connecting with 3 Railway Stations (Nagaon, Jakhalabandha, Vishwanath Charli), and 3 Airports (Tezpur, Liabari, Jorhat) thereby facilitating faster movement of goods and passengers across the region. The project alignment improves connectivity to 02 Socio-Economic Nodes, 08 Tourist and religious places, thereby strengthening regional economic growth and religious tourism.

Upon completion, the Kalibor-Numaligarh section will play a pivotal role in regional economic growth, strengthening connectivity between major tourism, industrial and economic centers, boosting tourism to Kaziranga National Park, and opening new avenues for trade and industrial development. The project will also generate approximately 15.42 lakh person-days of direct and 19.19 lakh person-days of indirect employment, and will open new avenues of growth, development and prosperity in surrounding regions.

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"Wake up determined, go to bed satisfied" - Dwayne 'The Rock' Johnson

Key National Highway Projects of Over ₹2,000 Crore in Puducherry

Union Minister for Road Transport & Highways Nitin Gadkari inaugurated and laid the foundation stone for 3 National Highway projects worth over ₹2,000 crore along with Lt. Governor of Puducherry K. Kailashnathan, Chief Minister N. Rangaswamy, Union Minister Dr. L. Murugan, State Ministers, Member of Parliaments, MLAs, and senior officials in Puducherry.

This includes the foundation stone laying for the construction of a 4 km elevated corridor between Indira Gandhi Square and Rajiv Gandhi Square on NH-32, improvements to the 14 km ECR Road on NH-332A, and the inauguration of the 38 km four-lane Puducherry– Poondiyankuppam section of NH-32.

These projects are designed to enhance road safety and ease traffic congestion within the urban stretch from Indira Gandhi Square to Rajiv Gandhi Square, reducing travel time from 35 minutes to just 10 minutes. They will also decongest Puducherry's urban areas, resulting in significant fuel savings, reduced vehicular emissions, and lower operating costs.

The improved road network will offer better connectivity for pilgrims visiting the ManakulaVinayagar Temple, Natarajar Temple, Navagraha Temples, and Sri Aurobindo Ashram. Motorists travelling from Viluppuram towards Cuddalore, Chidambaram, and Nagapattinam will now be able to bypass the busy Puducherry town, saving approximately 50 minutes of travel time.

Overall, these projects will provide a substantial boost to tourism and trade in the Union Territory, while ensuring seamless travel to key destinations such as Auroville and Pichavaram, thereby strengthening Puducherry's position as a vibrant hub of culture, commerce, and connectivity.

Nitin Gadkari emphasized the importance of infrastructure development for national prosperity, recalling John F. Kennedy's statement that "America is rich because American roads are good." He noted that since 2014, under the leadership of Hon'ble Prime Minister Narendra Modi, the Government of India has prioritized infrastructure development.

Highlighting achievements in the sector, the Minister stated that India's National Highway network has become one of the largest in the world. He stressed on adopting innovation, science, technology, and best global practices, underscoring the philosophy that "no material is waste and no person is waste," and announced initiatives to use municipal waste for road construction.

The Minister informed that 80 lakh tonnes of municipal waste have already been used in road projects, including in Delhi, where the height of the Ghazipur waste mound was reduced by 7 metres. He reiterated the government's commitment to environmental protection and sustainable infrastructure.

He highlighted ongoing efforts to create lakes using National Highways Authority of India (NHAI) resources, which help in water conservation and improve water storage capacity.

The Minister noted that India's economy is currently the fourth largest in the world and reiterated the Prime Minister's vision to make India the third largest global economy. He pointed out the need to diversify agriculture into the energy and power sectors and cited successful examples of biofuel and ethanol-based technologies.

He mentioned that tractors and other farm machinery are being adapted to run on ethanol, CNG, or electricity, potentially saving farmers up to ₹1.5 lakh annually. The Minister added that electric mobility and alternative fuels would play a vital role in reducing logistics costs and increasing export competitiveness.

Citing reports from IIT Chennai, IIT Kanpur, and IIM Bangalore, he informed that India's logistics cost has reduced from 16% to 10%, with a target to bring it down to single digit by December.

The Minister highlighted that India now ranks third globally in automobile manufacturing, with the industry valued at ₹22 lakh crore, generating 4.5 crore jobs and significant GST revenue.

The minister also announced the approval for new projects including:

Four-lane elevated corridor (3 km) connecting Natesan Nagar to Marapalam Junction and four-lane Ariyankuppam to Mullodai section (13.5 km) at a total cost of ₹650 crore.

Four-lane Marakkanam–Puducherry section of NH 332A (46 km) costing ₹2,200 crore.

Six-lane elevated corridor from Madurai to Sriperumbudur on NH 48 (8 km) costing ₹1,600 crore.

Strengthening of NH 32 section in Karaikal district (22 km) costing ₹60 crore.

Six-lane elevated corridor from KCBT Bus Terminal to Mahindra City at Chengalpattu on NH 32 costing ₹3,000 crore.

He further informed that ₹25,000 crore worth of NH projects have been planned for Puducherry, out of which projects worth ₹3,100 crore (85 km) are completed, ₹11,000 crore (200 km) are ongoing, and ₹10,300 crore (103 km) are in the pipeline.

The Minister also announced ₹100 crore under the SetuBandhan Scheme for construction of small bridges.

He assured that all projects would maintain transparency, timeliness, and quality, emphasizing a zero-tolerance policy toward corruption and poor workmanship.

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KEY FACTS

Group Turnover	Employee Strength	Vehicles/day Managed on Road	Cargo Ships (Coastal Waters)	Warehouse Covered Area	Own Branch Network
$600 Mn. (in 2017-18)	6000+	12000	6	12 (million sq. Ft.)	1400+

Transport Corporation of India Limited
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India's Aims to Achieve Economic Growth of USD 5 Trillion by 2027

The Union Minister for Road Transport and Highways, Nitin Gadkari expressed gratitude to all stakeholders for their contribution to India's economic growth and reiterated the Government's goal of achieving a USD 5 trillion economy by 2027 under the leadership of the Prime Minister Narendra Modi. He also highlighted the national vision of making India a developed nation by 2047. Addressing the 120th Annual Session of the PHD Chamber of Commerce and Industry (PHDCCI) in New Delhi.

Gadkari emphasized that alongside physical progress, three key pillars—Ethics, Economy, and Ecology/Environment—must guide national development. He stated that ethical values are essential to maintain a healthy social and family system, and underlined the importance of integrated thinking, coordination and cooperation among all sectors.

Citing the example of the automobile industry, the Minister said that when the present Government took office in 2014, India's automobile industry ranked seventh globally with a valuation of ₹14 lakh crore. He informed that India has now overtaken Japan to become the third-largest automobile market in the world with an industry size of ₹22 lakh crore. He expressed confidence that with advancements in research, innovation, and adoption of alternative fuels such as ethanol, methanol, bio-diesel, LNG, electric and hydrogen fuels, India could become the leading automobile manufacturing country globally within five years.

The Minister noted that the use of alternative fuels would help reduce crude oil imports worth ₹22 lakh crore annually. He explained how ethanol production policy reforms have increased the market price of maize, benefiting farmers, especially in Uttar

Pradesh and Bihar, adding ₹45,000 crore to their income. He emphasized that reduced imports and increased domestic production will lead to higher growth, purchasing power, and employment.

Gadkari shared the example of the recent launch of electric truck battery swapping in Sonipat, highlighting its economic viability compared to diesel. He noted that electricity costs per kilometre are significantly lower than diesel, thereby reducing logistics costs. He mentioned that due to infrastructure improvements, India's average logistics costs have decreased from 16% of GDP and expressed confidence that by the end of this year, logistics costs would fall to single digits at around 9%.

Gadkari underscored the importance of innovation, research, and entrepreneurship, stating that "no material is waste and no person is waste." He shared examples of projects such as converting sewage sludge in Mathura into bioenergy and utilizing legacy waste for road construction. He informed that around 80 lakh tonnes of waste have already been used in road projects, contributing to environmental sustainability.

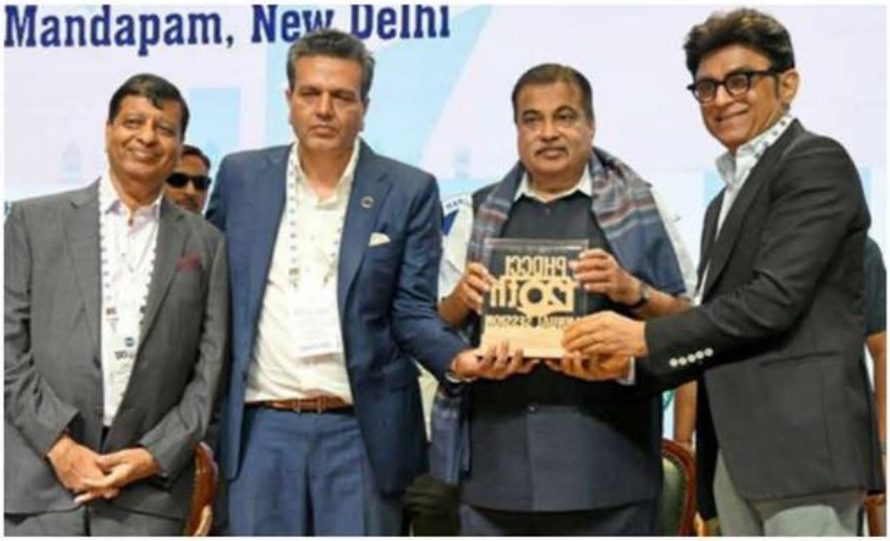
Gadkari called for balanced development across agriculture, manufacturing, and services sectors. He urged the industry to give priority to the growth of the agriculture and allied sectors, noting that balanced growth was essential for reducing migration and strengthening the rural economy.

He reiterated that infrastructure development serves as the backbone of the economy, generating employment and government revenue while contributing significantly to GDP growth. He highlighted that an investment of ₹100 in national highways contributes ₹321 to GDP.

Referring to the financial models being implemented in road development, Gadkari mentioned that under the Infrastructure Investment Trust (InvIT) and Toll-Operate-Transfer (TOT) models, the Ministry has successfully mobilized funds through the capital market. He said that the first InvIT bond issue was oversubscribed seven times within hours, demonstrating investor confidence. He emphasized the importance of decentralizing wealth to strengthen the economy by making small investors and workers prosperous.

The Minister also spoke about ongoing infrastructure projects including 25 Greenfield Expressways connecting major cities and ports across the country. He informed that new tunnels and corridors such as the Zojila Tunnel and Delhi-Katra-Amritsar Expressway are being constructed to improve connectivity and reduce travel time. He highlighted that the development of tourism circuits like the Buddhist Circuit and ropeways in Kedarnath will promote religious tourism and revenue generation through public-private partnerships.

Gadkari concluded by reiterating that the Government's vision focuses on creating safe, convenient, sustainable, and economically prosperous infrastructure that generates employment, boosts exports, and supports inclusive national development.



The Minister also gave away PHDCCI Business Practices & Awards 2025, recognizing Excellence in Industry.

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To be blind does not mean to be in darkness.

Brahma Kumaris

Volvo: A Pioneer In Truck Safety Technologies Since 1959

Volvo Trucks' safety innovations, featuring advanced technological integrations and equipment, have come a long way since the 1950s. While it continues to introduce innovative technologies, its mission remains to ensure a zero-accident future for all road users spread across the globe. Let's read ahead to know how it made a positive mark in the sector.

Three-point seatbelts are the most common safety feature found across the entirety of the passenger car industry, also found in most commercial vehicles in India. Although it is not much of a complex feature at first glance, this safety equipment has saved more than one million lives. Who to thank? Nils Bohlin - the man who developed the three-point seat belt for the Volvo Amazon model. 60 years later, this innovation is still carried on in vehicles thanks to the fact that Volvo waived patent rights so that the entire industry could benefit.

Volvo's trucks were among the few commercial vehicle makers to conduct stricter safety crash tests featuring cabs designed for occupant protection, according to a TrucksDekho.com report. The crash-tested cab helped set a new benchmark for commercial vehicle safety. Volvo's safety standards were beyond the strict regulatory standards established by the Transport authorities.

Another significant milestone in Volvo's mission to safety is the introduction of safety cabs designed to handle the stress induced by operating across tough road conditions. The cabin was tested according to the stringent requirements for enhancing occupant and road user safety. This later led to several other crucial developments in cabin safety and regulations.

The anti-lock braking system is another popular safety technology introduced in 1985 by Volvo, which still sees widespread adoption in both passenger and cargo carriage solutions. This technology prevents the locking up of the wheels of the truck under heavy-braking conditions, ensuring effective stopping capabilities. This ensures drivers have better control of the vehicle in panic situations requiring hard braking.

Front Underrun Protection System or FUPS is a safety initiative and a body construction regulatory standard set for Volvo trucks to prevent a car from getting wedged under the truck in the event of a frontal collision. This is another significant safety factor which makes Volvo Trucks one of the safest commercial vehicles in the world, ensuring road users' safety.

In 2005, Volvo brought another crucial safety feature, considering that the majority of road accidents at the time were caused by drunk drivers. To reduce traffic fatalities, the company introduced the Alcolock. What does it do? It stops drivers who have consumed alcohol over the legal limit from starting the truck or operating it. This prevents the risk of road accidents.

The Lane Change Support is another functionality of Volvo Trucks introduced in 2008, which has come in handy for truck drivers to ensure safety when changing lanes. The system developed features a radar that alerts the driver if a passenger car is in the way. Another important feature which followed in the same year is the Driver Alert Support:

The 2008-launched Driver Alert System detects drowsy or inattentive drivers and sends them a warning on the display panel, in the instance wherein the alertness level drops.

The Stretch Brake System works wonders by slowing the trailer down and stretching the gap between the vehicles when hauling goods on a downhill. It prevents the vehicle from jackknifing and prevents uncontrollable situations when operating the vehicle on a downhill road section. This feature has been able to reduce accident risks to a significant extent.

Unlike cars, stopping a truck is not as easy as it sounds, especially with the load onboard the cargo deck or trailer. This factor has made rear-end collisions between two trucks quite common, causing injuries and even fatalities. To help reduce the probability, back in 2012, Volvo trucks started coming with a collision warning feature with an emergency braking function. It basically has a radar and a camera, which help monitor traffic ahead. An alarm rings in case of danger, and the unit even applies the brakes of the truck in crucial moments.

Last but not least, the Volvo trucks come with an important safety feature named the Passenger Corner Camera. It comes in handy when operating the truck at intersections, ensuring that the driver can see pedestrians, cyclists and other road users. How is it engaged? When the indicators are switched on when turning, the camera placed on the passenger side mirror kicks on. This is one of the features that is still integrated in trucks.

Rewinding to 2018, Volvo introduced a Dynamic Steering and Lane Keep Assist feature, which was unique at the time, and perhaps even today. The Volvo Trucks' lane keep assist helps the vehicles stay within a lane on a highway stretch without drifting away. To enhance this feature, a software system integrated sends alerts to the driver with a vibration on the steering wheel and gently steers the truck towards the centre of the road for safety.

Adaptive Highbeam was another neat safety feature introduced in 2021, which automatically reduces the high beam light directed towards other road users, while still effectively offering sufficient road visibility at night. 2022 Active Grip Control is yet another safety system, which is a patented technology designed to improve stability, acceleration, and braking under slippery operating conditions. These combined make Volvo Trucks the safest globally.

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Blue Energy Motors Launches Heavy-Duty 5548e Electric Truck With India's First Voice-Enabled Battery Swap Station

Blue Energy Motors (BEM), one of the leading green truck manufacturers in India, has introduced an electric heavy-duty tractor-trailer with battery-swapping capability. It was unveiled by Maharashtra's Chief Minister, DevendraFadnavis, at the state-of-the-art BEM Chakan plant in Pune, which has a production capacity of 10,000 units. Read more.

With a 4x2 right-hand drive configuration, the BE5548e tractor-trailer is built on a sturdy chassis frame measuring 276 mm in length, 77 mm in width, and 7 mm in thickness. Considering its overall body size, it has an overall length of 6550 mm, an overall width of 2550 mm, and a wheelbase of 4200 mm to ensure vehicular stability. It has a gross combination weight of 55,000 kg, offering the optimum payload capacity.

Designed for Indian road conditions, it has a ground clearance of 313 mm to navigate bumpy and uneven road surfaces effortlessly. Powered by a 282-423 kWh MRB (Maximum Range Battery) battery, the new 55-tonne electric tractor-trailer offers a range of up to 200 km. This model takes 45 minutes to charge its battery from 20% to 80%. Its advanced PMSM (Permanent Magnet Synchronous Motor) delivers 480 hp power and 2400 Nm torque at 1990 rpm.

Additionally, the model features an air-conditioned cabin with a sleeping berth. It is engaged with a 4-speed AMT (Automated Manual Transmission) gearbox with a provision of PTO (Power Take-Off) to transfer power to the attached implement. It provides a 16.9 m turning circle diameter to manoeuvre heavy-traffic areas easily. Fitted with a front parabolic leaf spring and shock absorbers, along with a rear semi-elliptical leaf spring and helper spring, it ensures smooth heavy-duty haulage operations.

The newly launched Blue Energy 5548e electric heavy-duty truck comes with battery swapping technology. With the launch of this 55-tonne electric truck, India's first voice-automated battery swap station was also introduced, working on the voice signals. It follows the plug-and-play design and swivel technology by using a rotating or pivotable mechanism to rapidly exchange a depleted battery with a fully charged one.

Spreading over a minimum area of 50 square metres, this BEM swap station can swap the heavy-duty truck's battery in under 5 minutes. The swap station takes less than 48 hours for deployment, ensuring easy to install anywhere. The company plans to establish 1200 swap stations over 230 selected locations. BEM also introduces the energy-as-a-service (EaaS) for its heavy-duty trucks, which is a first-of-its-kind in India.

EaaS is a business model where an EV's energy supply and charging are provided as a bundled, subscription-based service (pay per km), rather than being managed by the vehicle owner. With this EaaS, Blue Energy Motors states the model's upfront cost reduction by up to 50%. The BEM electric truck is claimed to have the lowest TCO (Total Cost of Ownership) in the industry because of its cutting-edge technology.

Besides the launch, Maharashtra's Chief Minister inaugurated the first electric corridor in India between Mumbai and Pune. Over the next three years, all main national highway routes will be electrified, with this corridor serving as the first stage. It is an important step towards achieving India's Net Zero Goal and creating a cleaner, more effective freight sector.

Given the high demand for EV trucks, BEM and the Maharashtra government inked a Memorandum of Understanding (MoU) to establish a new facility that can accommodate 30,000 trucks, with an investment of 23,500 crore. BEM is signing MoUs for more than 10,000 electric trucks after observing a high level of market demand.

Highlighting the state's contribution to self-reliant India, DevendraFadnavis, Chief Minister, Maharashtra, said, "This launch showcases Maharashtra's leadership in sustainable innovation. Blue Energy Motors' Made in India Electric Truck with Battery Swapping Technology, along with the Mumbai-Pune corridor, India's first highway to go electric, aligns seamlessly with the nation's vision for Atmanirbhar Bharat and for a greener, self-reliant future. I applaud their efforts in advancing both environmental sustainability and industrial growth," reported TrucksDekho.com.

Speaking at the launch, AnirudhBhuwalka, Founder and Managing Director, Blue Energy Motors (BEM), said, "We believe that this is the beginning of the EV Revolution in India for heavy-duty trucks. Our electric truck delivers unlimited range through battery swapping, the highest payload in its category and Advanced Mobility Intelligence for fleet reliability."

India's First E-Truck Battery Swapping & Charging Station Opened In Haryana To Replace Batteries In 7 Minutes

India's first commercial heavy electric truck battery swapping and charging station was officially inaugurated by Union Minister of Roads, Transport, and Highways, Nitin Gadkari, at the Delhi International Cargo Terminal (DICT) in PanchiGujran village on the GT Road near Ganaur in Sonipat, Haryana. Let's explore the technologies offered by the battery swapping station.

Using the newly opened battery swapping and charging station, heavy-duty electric truck batteries can be changed in about seven minutes, thanks to swappable battery technology, as opposed to two hours for traditional charging. It is expected that such technology will greatly reduce carbon emissions, increase logistics efficiency, and minimise operating costs.

According to Union Minister for Heavy Industries, H.D. Kumaraswamy, this initiative is a significant step in India's shift to clean mobility and a move towards enhancing India's position as a pioneer in environmentally friendly transportation options. In line with Prime Minister Narendra Modi's goals of attaining energy independence by 2047 and net-zero emissions by 2070, this project seeks to advance energy efficiency in logistics.

Nitin Gadkari, Union Minister of Roads, Transport and Highways (MoRTH), emphasised the financial and environmental advantages of greener energy throughout the occasion, urging truck transporters to switch from diesel and petrol to electric and biofuel alternatives. He highlighted the country's rapid shift towards a diesel-free transport future.

Addressing the inaugural event, he said, "The day is not far when India will be number one in producing aviation fuel and urged farmers to use stubble instead of burning it so that it can be used to produce fuel, thereby strengthening their economic condition. Farmers will now be the fuel provider; work is now being done to make fuel from stubble, also," reported TrucksDekho.com.

Talking about ethanol as a fuel alternative, he added, "Ethanol is being produced from corn, which has increased the market for corn. Companies are working on developing flexi-engines. Agricultural machinery is also now going to be equipped with flex engines. With all these efforts, we have succeeded in curbing the pollution due to stubble burning."

During the event, Nitin Gadkari said, "The Indian economy is the third largest economy in the world, our logistics cost is double that of China. To reduce the logistic cost and benefit farmers, we have to work on biofuels and other fuels, and efforts are on in this direction. Projects worth several lakh crores have been completed in Delhi alone. Now there will be savings in fuel as the highways in the country have become super fast. New roads are being built by dumping 80 lakh garbage on the roads. Logistics costs have now reduced by 6%."

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Government Proposes Acoustic Vehicle Alerting System For Electric Trucks & Buses To Prioritise Road Safety

According to a draft notification released by the Ministry of Road Transport and Highways, an Acoustic Vehicle Alerting System (AVAS), which automatically provides a sound alert, will be mandatory for all electric passenger and commercial vehicles, including buses and trucks, starting in October 2027. However, since e-rickshaws, electric two-wheelers, and electric three-wheelers don't make any noise, this criterion hasn't been proposed for them either. Read on.

As per the draft notification, the automatic sound alert system (AVAS) must be installed in all new models of electric passenger and cargo vehicles manufactured after October 2026 and in all current models manufactured starting in October 2027. The government's decision to enact this rule mandates that automakers equip their electric vehicles with an electronic device that will automatically generate sound when they reach a speed of about 20 kmph.

These vehicles are classified as Quiet Road Transport Vehicles (QRTVs) since they make virtually no noise. Higher speeds won't require the AVAS once EV tyres produce enough noise. According to sources, the ministry's announcement also suggests eliminating the need for vehicles with tubeless tyres, such as cars, three-wheelers and quadricycles, to keep a spare tyre on hand.

The main purpose of the AVAS is to enable electric and hybrid commercial vehicles to make artificial noises to warn bicycles, pedestrians, and other drivers of their presence, particularly when they are moving slowly and are extremely silent. This helps people recognise the EV's approach and direction and improves road safety.

Many countries have mandated AVAS for all electric and hybrid vehicles, including the USA, Japan, and the EU (European Union). In order to maintain safety standards on urban roadways, these regulations set minimal sound levels at specific speeds. By installing AVAS and implementing it, EV truck and bus manufacturers will adhere to these changing safety standards.

The draft notification stated, "On and after 1st October 2026 in case of new models and 1st October 2027 in case of existing models, electrified vehicles of category M and N shall be fitted with AVAS meeting requirements with regard to audibility as specified in AIS-173, as amended from time to time."

Anil Chhikara, a former deputy transport commissioner of Delhi, highlighted, "There is a dire need to mandate this feature in electric two-wheelers and three-wheelers as well. We see more instances of pedestrians being hit by two-wheelers, and since these make no noise, the risk of accidents is greater," reported TrucksDekho.com.

The US National Highway Traffic Safety Administration mandated this sound alert system for all new electric vehicles sold starting in September 2020, and Europe implemented it in July 2019. It is now time for India to implement the AVAS for electric passenger and commercial vehicles to improve pedestrian and road safety.

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"Belief creates the actual fact" - William James

Tata Power Partners With VECV To Accelerate Electric Commercial Vehicles Adoption In India

VE Commercial Vehicles (VECV) and Tata Power EV Charging Solutions (TPEVCS), a division of Tata Power Renewable Energy Limited, announced a historic partnership to hasten the uptake of electric commercial vehicles in India, with an emphasis on the recently introduced Eicher Pro X range of small commercial vehicles, reported TrucksDekho.com. Here are the details.

Both companies will work together on several fronts under the collaboration between VECV and Tata Power to help truck and bus operators who want to integrate electric vehicles into their fleet operations. VECV will offer its domain expertise in energy efficiency to optimise energy usage in electric trucks, ensuring that the vehicles meet the particular needs of end users and their applications.

Tata Power will take advantage of its vast EV charging infrastructure and experience in offering customised charging solutions. Together, Tata Power and VE Commercial Vehicles will actively interact with customers of Eicher Trucks and Buses to encourage the switch to electric commercial vehicles, paving the way for a cleaner, more sustainable future for the transportation industry in India.

This strategic collaboration will concentrate on creating and putting into practice creative solutions to deal with particular issues, including range anxiety, the accessibility of charging infrastructure, and associated costs. The partnership will also actively support the rollout of further models in Eicher's extensive range of electric vehicles.

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It is a revolutionary step in modernising India's commercial mobility environment, with an emphasis on tackling important constraints that affect the uptake of electric trucks and buses. Through the integration of cutting-edge technologies, substantial infrastructure, and a dedication to sustainability, TPEVCSL and VECV aim to transform transportation in the future and open the door to a more eco-friendly and productive commercial vehicle ecosystem.

Under the EZ Charge brand, Tata Power has increased the number of EV charging stations in its network to over 1.5 lakh residential chargers, 5,500 public, semi-public, and fleet charging stations, and 1,200 E-bus charging stations spread throughout more than 630 cities and towns.

There are more than 4 lakh registered users of Tata Power EZ Charge overall. These chargers have been positioned thoughtfully in a variety of easily accessible areas, including businesses, bus and commercial vehicle depots, hotels, malls, hospitals, residential complexes, and roads. The rapid expansion of electric mobility in India has been made possible in large part by this coordinated effort.

With a diverse portfolio of 15.8 GW, Tata Power is a prominent integrated power company. This portfolio covers every step of the power value chain, including the production of solar cells and modules, transmission, distribution, trading, storage solutions, and conventional and renewable energy generation.

With 7 GW of clean energy output, or 44% of its total capacity, Tata Power is a leader in India's clean energy transformation. With a dedication to reaching Net Zero by 2045, Tata Power has effectively collaborated with both public and commercial organisations in India's transmission, distribution, and generation sectors, providing services to about 13 million consumers across the country.

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Festive Season and GST Relief Drive Strong Auto Sales Recovery in September 2025: ICRA

According to ICRA, the Goods and Services Tax (GST) cut and the start of the holiday season in September 2025 were the main drivers of the vehicle industry's robust rebound in India.

With the rationalization of the goods and services tax (GST) to 18% from 28% effective September 22, 2025, the Indian commercial vehicle (CV) wholesale volumes reported a strong 11.9% YoY gain in September 2025, with a 19.4% consecutive growth. In H1 FY2026, domestic CV wholesale volumes increased 3.2% year over year, bolstered by improvements in infrastructure project execution and a resurgence in logistics activities.

In September 2025, retail sales volumes in the medium and heavy commercial vehicle (M&HCV) segment decreased 5.8% sequentially and 2.2% year over year. This was mostly due to conjecture on the rationalization of GST, which caused fleet owners to postpone purchases and restrict the number of billing days after GST reform. In H1 FY2026, the M&HCV (trucks) wholesale volumes showed a slight 1.3% YoY growth, and in FY2026, they are anticipated to show a 0-3% YoY growth.

Before the GST rationalization, retail volumes in the light commercial vehicle (LCV) market climbed 6.0% year over year in September 2025, but saw a sequential fall of 3.8%, primarily as a result of sales deferment. After a mild 5.1% YoY growth in H1 FY2026, the LCV (trucks) wholesale volumes are expected to have a limited 3-5% YoY growth in FY2026. Among the challenges facing this market are the electric three-wheelers (e-3W) segment's cannibalization and the growing inclination for used cars over new ones. According to ICRA, infrastructure and building activities will sustain a 3–5% increase in CV wholesale volumes in FY2026.

Before the GST rationalization, retail volumes in the light commercial vehicle (LCV) market climbed 6.0% year over year in September 2025, but saw a sequential fall of 3.8%, primarily as a result of sales deferment

After experiencing a slight 1.2% YoY dip in FY2025, ICRA anticipates that the domestic CV industry will see a minor 3-5% YoY expansion in wholesale volumes in FY2026. The buses segment may have a comparatively higher growth of 8–10% YoY for the fiscal year, while the M&HCV (trucks) and LCV (trucks) segments are anticipated to see small YoY volume growth of 0-3% and 3-5%, respectively, in FY2026. Replacement demand is anticipated to support volume growth for the buses segment, while the LCV (trucks) and M&HCV (trucks) segments will benefit from a pick-up in construction and mining operations as well as a stable economic climate.

Domestic wholesale volumes increased by 6.0% year over year to 2.0 million units in September 2025. Original Equipment Manufacturers (OEM) continued to maintain solid dispatches in anticipation of higher demand throughout the holiday season.

Retail volumes grow on a year-over-year basis. In September 2025, retail volumes grew 6.5% year over year. Following a period of muted sales for the first three weeks of the month (as customers postponed purchases until the GST rates were lowered), the second half of the month saw a significant improvement thanks to pent-up demand, festive season tailwinds, and GST rate cuts.

Volumes of electric two-wheelers (e2W) are stable; in September 2025, there were 1,04,621 e2W, a little sequential decrease of 0.1%. The whole two-wheeler segment's monthly e2W penetration rate remains between 6 and 7%.

Monthly export volumes showed a 15.3% YoY increase, indicating that export volumes are still increasing. Despite a rather limited basis, the industry's export volumes have increased at a strong rate in recent months.

Ashok Leyland To Further Strengthen Its Network Footprint In Central India

Initiating developmental strategies, ensuring customer satisfaction through enhanced services applicable to the commercial vehicle sectors, Ashok Leyland aims to ensure a continuum of its business momentum in Central India. As the flagship entity of the Hinduja Group and one of the renowned commercial vehicle makers in India, Ashok Leyland aims to leverage its network and improve infrastructure developments, key to driving demand.

The company reiterates its commitment to customers and puts its head down in fortifying its market presence and effectively meeting the unique transportation requirements of the region – all while reaffirming its commitment to providing top-class Light Commercial Vehicle (LCV) products and services. In this regard, the company is reinforcing its strong foundation in Madhya Pradesh and the larger part of Central India.

Ashok Leyland has now partnered with 21 exclusive dealers in the Central part of India. The company features over 90 vehicle service workshops and is actively engaged in working with over 600 Ashok Leyland Trained Technicians in the Central regions. The mission is to establish service and support touchpoints every 50 km intervals to maximise customer fleet uptime. With such establishments, Ashok Leyland also aims to reduce service centre intervals; it is actively working to establish touchpoints every 25 km in the next 1-year.

Viplav Shah, head - LCV business, Ashok Leyland, said, "Madhya Pradesh and the Central India region have always been a prime market for us. Our LCV range offers five key values - best in class mileage, payload, loading area, comfort and reliability. Ashok Leyland's uptime guarantee program 'Bharosa' and industry-first 5-year, 2 lakh km warranty further reflect our commitment to our customers. We are committed to strengthening our presence in the Central India region, which is a key market for us. We remain steadfast in delivering quality LCV products and expand network to cater to the specific requirements of the region," reported TrucksDekho.com.

Ashok Leyland's strong point has always remained to offer top-quality LCV solutions, as a matter of fact, a comprehensive high-performance commercial vehicle portfolio engineered to meet diverse customer requirements. To further strengthen and complement these solutions' market share, the company is now focused on establishing 50 new touchpoints, planned in addition to the existing 90 touchpoints in the region.

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Euler Motors Launches Turbo EV 1000 Mini-Truck Range In India With 1000 Kg Payload

Euler Motors launches much-anticipated Turbo EV 1000 electric mini-truck in India. The new flagship product is available in two variants: Turbo EV 1000 City and Turbo EV 1000 MAXX, respectively. The vehicle features a superior torsional rigidity-based chassis platform with a 2 mm box section. Meanwhile, the latter variant has a 2.5 mm box section for more stiffness.

According to a report in TrucksDekho.com, the Euler Turbo EV 1000 City variant truck comes with an 11.5 ft frame that can support a 7.6 ft load body fitment. On the other hand, the Turbo EV 1000 MAXX comes with a 12.5 ft frame supporting an 8.3 ft long load body. This makes the Euler truck an ideal choice for carrying voluminous goods without compromising on strength.

With high strength and performance at its core, Euler Motors has made sure to integrate the RigideAxle at the rear, enabling high-torque transmission to the wheels. As for the front end, the vehicle features what is deemed a seamless tubular beam. To offer better traction under load and off-load conditions, the Euler Turbo EV 1000 City and Turbo EV 1000 MAXX come fitted with 145R12 LT 8PR and 155 R13 LT 8PR tyres, respectively.

The Euler Turbo EV 1000 (both variants) features an anti-roll bar in the front, which is called the rest-arrest device by Euler Motors. This unit is engineered to reduce body-roll under load and off-load conditions to a large extent. Complementing this setup, the Euler Turbo EV 1000 City features 2 leaf parabolic springs in the front and a 6-leaf semi-elliptical setup in the rear. As for the Turbo EV 1000 MAXX, it is fitted with a 2-leaf parabolic unit in the front, while the rear houses 7-leaf semi-elliptical springs. These add to the high-strength factor.

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While we have discussed the chassis and suspension aggregates, let's also delve into the steering configurations. The Euler Turbo EV 1000 truck range comes with a recirculating ball steering gear for effective steering output. It has the highest gear ratio of 34:1 in the segment. What does this mean? A significantly better steering system compared to competitors, as deemed by the company. The unit is also telescopic, equipped with an intermediate shaft. Euler is also offering an electric steering system with EV 1000 MAXX.

Euler Motors asserts that the Turbo EV 1000 comes equipped with an advanced vacuum-assisted power brake system featuring a T-LCRV (Twin Load Compensating Rear Valve); a split configuration unit. To simplify, the brake units are engineered to be effective, featuring sufficient bite and stoppage performance under different load conditions. Precisely, the T-LCRV use the weight of the rear of the vehicle to calculate the amount of brake vacuum pressure needed to safely slow the speed of the vehicle.

The Euler Turbo EV 1000 City gets 202 mm ventilated disc brakes. Meanwhile, the Tubro EV 1000 MAXX variant gets 230 mm disc brakes, which the company deems as the largest disc brakes in the R13 wheel platform. The rear section houses drum brakes on all variants of the new Euler truck.

Coming to the powertrain performance front, the Euler Turbo EV 1000 range comes in two battery

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options: A high-voltage 320V liquid-cooled battery pack and a low-voltage 73V / 96V liquid-cooled battery unit. Both these options are IP-67 rated and AIS-38 Certified. These rating ensures adequate dust and water ingress protection, making it a safe solution.

To make it even more of a unique solution, the battery packs deliver a certified range of 200 plus km. Real-world efficiency is expected to be approximately 135 to 180 km (variant-wise). Fast charging capabilities featuring CCS2 ports make things even more interesting - supports AC and DC charging. Additionally, 15 minutes of charging delivers 50 km range.

The Euler Turbo EV 1000 City comes with a 3.3 kW onboard charger too, with a charging time recorded at about 5 hours. Meanwhile, its elder sibling, the Turbo EV 1000 MAXX, comes with a 6.6 kW onboard charger, facilitating 4 hours of charging time.

The Euler Turbo EV 1000 comes in Flatbed, Pickup Van, High Deck, Delivery Van and Tipper Load Body Configurations. The Turbo EV 1000 City gets a 200 cu.ft capacity delivery van body, while the Turbo EV 1000 MAXX gets a 220 cu.ft delivery van cargo body.

In terms of measurements, the Turbo EV 1000 has a 2080 mm wheelbase, while the Turbo EV 1000 MAXX has a 2100 mm wheelbase. Furthermore, the Turbo EV 1000 City offers 130 mm ground clearance, while the Turbo EV 1000 MAXX offers 140 mm. The additional Fast Charge Variant offers 125 mm.

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The newly launched Euler EV 1000 truck is supported by advanced fleet management solutions to enhance fleet performance and efficiency. The system offers real-time data and GPS control functionalities. Theft protection, preventive maintenance alerts, charging location tracker and service centre locator are added benefits of the telematics solution.

Apart from these, the vehicle comes with a spacious cabin, comfortable seats, and an infotainment system for added convenience. Not to mention, the vehicle features an instrument cluster integrating with the telematics unit. Remote locking, digi-lock and data logging are other key functionalities.

Safety features are body fault protection and vehicle control unit- the Stark; they continuously monitor current and voltage levels in auxiliary systems. The vehicle also has a 1-foot water wading capacity. All variants get radial tubeless tyres. For better nighttime visibility, the truck comes with projector headlights. The regenerative braking system and hill-hold assist are standard across all variants.

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- 24/7 हेल्पलाइन: सड़क पर उत्पीड़न के मुद्दों और आपातकालीन - एम्बुलेंस जैसी सेवाओं के लिए।
- 24x7 हेल्पलाइन: अधिकारियों द्वारा उत्पीड़न (सरकारी विभाग, RTO, पुलिस आदि) में सहायता, चोरी व दुर्घटना के समय कानूनी सहायता एवं वकील /advocate प्रदान करना।
- ड्राइवर शिविर (जैसे स्वास्थ्य, नेत्र शिविर), कानूनी, व्यक्तिगत स्वच्छता, सरकारी नीतियों और सामाजिक कल्याण कार्यक्रमों आदि पर व्हाट्सएप शैक्षिक अभियान आयोजित करना।

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

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

Flytta Launches India's First Retrofitted 13-tonne Electric Truck In The Medium & Heavy-Duty Segment

The Telangana-based cargo transportation solutions company, Flytta, announced the launch of India's first electric truck with a 13-ton payload capacity that has been retrofitted for the purpose of transporting cement bags over industrial and hilly roads. This electric truck will operate with Dalmia Cement on the Yadwad-Goa corridor, and it was designed in partnership with Kalyani Powertrain, the Kalyani Group's electric mobility division. Here are the details.

In the upcoming months, Flytta Logistics aims to introduce roughly 200 such retrofitted electric commercial vehicles after starting operations with the first fleet. With vehicles carrying payloads ranging from 13 to 40 tonnes, the company claims to have evolved into a full-service medium and heavy-duty electric trucking platform that serves industries like cement, steel, coal, metals, and minerals.

Highlighting how industrial transport can move toward sustainable mobility options without affecting efficiency, Rahul Kanuganti, Chief Executive Officer, Flytta, stated, "Our vision is to build a green logistics backbone for India's growth, and our collaboration with Kalyani Powertrain and Dalmia Cement is a major step toward that goal," reported TrucksDekho.com.

Speaking about the development of a retrofitted truck suited to the cement sector's load and terrain conditions, Pankaj Sonalkar, Managing Director, Kalyani Powertrain, said, "This project demonstrates how advanced retrofitting can accelerate India's transition to clean mobility."

Talking about the company's adoption of electric vehicles in logistics as part of its wider sustainability approach, Srawan Agarwal, Assistant Executive Director, Logistics, Dalmia Cement, said, "The adoption of EVs in industrial logistics is crucial for reducing carbon emissions and for advancing India's mission of energy self-sufficiency. For this transition to accelerate, we need stronger infrastructure, better road connectivity and more proactive government initiatives in establishing EV charging stations, rather than depending solely on private firms."

In a nutshell, such an innovative project brings together the sustainable logistics know-how of Flytta, the engineering prowess of Kalyani in EV retrofitting and powertrain solutions, and the dedication of Dalmia Cement to supply chain transformation and green manufacturing. The three companies are working together to establish a new standard for industrial decarbonisation in India.

x

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DELHI BOOKING OFFICE

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

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Dwell Time Performance (September 2025): PAN India

Pipavav	Import	Export
	80.4	98.4

Hazira	Import	Export
	50.0	121.1

Mundra	Import	Export
	31.6	100.1

Nhava Sheva (JNPA)	Import	Export
	43.2	71.5

Kandla	Import	Export
	57.3	67.2

Tuticorin	Import	Export
	20.9	73.9

Kochi	Import	Export
	32.3	111.4

New Mangalore	Import	Export
	94.5,43.4*	111.9,61.3*

Kattupalli	Import	Export
	48.6	85.6

Ennore	Import	Export
	43.8	117.7

Chennai	Import	Export
	42.3	75.9

Kolkata	Import	Export
	43.2	128.7

Visakhapatnam	Import	Export
	49.1	102.4

Haldia	Import	Export
	61.7	144.0

Gangavaram	Import	Export
	46.4	101.7

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

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

Source: NICDC Logistics Data Services Limited

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गैर-फास्टैग उपयोगकर्ताओं के लिए टोल प्लाजा पर डिजिटल भुगतान को प्रोत्साहित करने हेतु नया उपयोगकर्ता शुल्क संग्रह नियम

डिजिटल भुगतान को प्रोत्साहित करने और गैर-फास्टैग उपयोगकर्ताओं के लिए राष्ट्रीय राजमार्गों पर उपयोगकर्ता शुल्क प्लाजा पर नकद लेन देन को समाप्त करने के एक महत्वपूर्ण कदम में, भारत सरकार ने राष्ट्रीय राजमार्ग शुल्क (दरों और संग्रह का निर्धारण) नियम, 2008 में संशोधन किया है। नए नियम के तहत, वैध, कार्यात्मक फास्टैग के बिना शुल्क प्लाजा में प्रवेश करने वाले वाहनों से लागू उपयोगकर्ता शुल्क का दोगुना शुल्क लिया जाएगा, यदि शुल्क का भुगतान नकद में किया जाता है। ऐसे उपयोगकर्ता जो यूनिफाइड पेमेंट इंटरफेस (UPPI) के माध्यम से शुल्क का भुगतान करना चुनते हैं, उन से उस श्रेणी के वाहन के लिए लागू उपयोगकर्ता शुल्क का केवल 1.25 गुना शुल्क लिया जाएगा। उदाहरण के लिए, यदि किसी वाहन को वैध फास्टैग के माध्यम से 100 रुपये का उपयोगकर्ता शुल्क देना है, तो नकद में भुगतान करने पर शुल्क 200 रुपये और UPPI के माध्यम से भुगतान करने पर 125 रुपये होगा।

राष्ट्रीय राजमार्ग शुल्क (दरों का निर्धारण एवं संग्रहण) नियम, 2008 में नवीनतम संशोधन कुशल टोल संग्रहण हेतु प्रौद्योगिकी का लाभ उठाने और टोल प्लाजा पर भीड़ भाड़ कम करने के लिए भारत सरकार की प्रतिबद्धता को दर्शाता है। संशोधित नियम डिजिटल भुगतान को अपनाने को प्रोत्साहित करेंगे, टोल संचालन में पारदर्शिता बढ़ाएंगे और राष्ट्रीय राजमार्गों पर समग्र उपयोगकर्ता अनुभव में सुधार लाएंगे।

फास्टैग वार्षिक पास के लिए लॉन्च के बाद दो महीने में उपयोगकर्ताओं की संख्या पच्चीस लाख के पार

'आवागमन में सुगमता' को बढ़ाते हुए फास्टैग वार्षिक पास के प्रति राष्ट्रीय राजमार्ग के उपयोगकर्ताओं ने जबरदस्त रुचि दिखाइ है। पिछले दो महीनों में देश भर में लगभग 5.67 करोड़ लेन देन के साथ, इस ने पच्चीस लाख उपयोगकर्ताओं का ऐतिहासिक आंकड़ा पार कर लिया है। 15 अगस्त, 2025 को लॉन्च किया गया, फास्टैग वार्षिक पास राष्ट्रीय राजमार्ग के उपयोगकर्ताओं को एक सहज और किफायती यात्रा का विकल्प प्रदान करता है। यह राष्ट्रीय राजमार्गों और राष्ट्रीय एक्सप्रेसवे पर लगभग 1,150 टोल प्लाजा पर लागू है।

वार्षिक पास, एक वर्ष की वैधताया 200 टोल प्लाजा क्रॉसिंग के लिए 3,000 रुपये के एक मुश्त शुल्क भुगतान के माध्यम से फास्टैग को बार-बार रिचार्ज करने की आवश्यकता को समाप्त करता है। यह पास वैध फास्टैग वाले सभी गैर-व्यावसायिक वाहनों के लिए लागू है। राजमार्ग यात्रा ऐप या एनएचएआई की वेबसाइट के माध्यम से एक मुश्त शुल्क का भुगतान करने के बाद, वाहन से जुड़े मौजूदा फास्टैग पर वार्षिक पास दो घंटे के भीतर सक्रिय हो जाता है।

यह वार्षिक पास हस्तांतरणीय नहीं है और राष्ट्रीय राजमार्ग (एनएच) तथा राष्ट्रीय एक्सप्रेसवे (एनई) के शुल्क प्लाजा पर मान्य है। राज्य सरकारों या सीनीय निकायों द्वारा प्रबंधित एक्सप्रेसवे, राज्य राजमार्गों (एसएच) के शुल्क प्लाजा पर, फास्टैग राज्य राजमार्गों के टोल और पार्किंग आदि के भुगतान के लिए मौजूदा वॉलेट बैलेंस का इस्तेमाल करेगा।

राष्ट्रीय राजमार्ग के उपयोगकर्ताओं द्वारा फास्टैग वार्षिक पास के प्रति जबरदस्त रुचि देश भर में राष्ट्रीय राजमार्गों पर सुरक्षित, सुचारू और निर्बाध यात्रा का अनुभव प्रदान करने के लिए एनएचएआई की प्रतिबद्धता को दर्शाती है।

x

एनएचएआई ने फास्टैग उपयोगकर्ताओं के लिए अपने वाहन को जानें (केवाईसी) प्रक्रिया को सरल बनाया

एनएचएआई ने सुविधा बढ़ाने और समग्र ग्राहक अनुभव को बेहतर बनाने हेतु फास्टैग उपयोगकर्ताओं के लिए ''अपने वाहन को जानें'' (केवाईसी) प्रक्रिया को सरल बना दिया है। भारतीय राजमार्ग प्रबंधन कंपनी लिमिटेड (आईएचएमसीएल) के संशोधित दिशा निर्देशों के अनुसार, गैर-अनुपालन वाले वाहनों के लिए फास्टैग सेवाएं बंद नहीं की जाएंगी और वाहन उपयोगकर्ताओं को केवाईसी प्रक्रिया पूरी करने के लिए पर्याप्त अवसर प्रदान किए जाएंगे।

सरलीकृत केवाईसी दिशा निर्देशों के तहत, कार/जीप/वैनकीसाइड तस्वीरें अब जरूरी नहीं होंगी। केवल नंबर प्लेट और फास्टटैग वाली सामने की तस्वीर अपलोड करनी होगी। साथ ही, वाहन उपयोगकर्ता द्वारा वाहन संख्या, चेसिस संख्या या मोबाइल नंबर दर्ज करने पर वाहन से आरसी विवरण स्वचालित रूप से प्राप्त करने का प्रावधान भी किया जाएगा। यदि एक ही मोबाइल नंबर पर कई वाहन पंजीकृत हैं, तो उपयोगकर्ता उस वाहन का चयन कर सकेगा जिसके लिए वह केवाईसी पूरा करना चाहता है।

सेवाएं जारी रखने के लिए, केवाईसी नीति से पहले जारी किए गए फास्टैग तब तक सक्रिय रहेंगे जब तक कि टेग के ढीले होने या दुरुपयोग की शिकायत न मिले। साथ ही, जारीकर्ता बैंक वाहन उपयोगकर्ताओं को केवाईसी पूरा करने के लिए एसएमएस रिमाइंडर भेजेंगे।

यदि किसी उपयोगकर्ता को किसी भी कारण से दस्तावेज अपलोड करने में कठिनाई होती है, तो जारीकर्ता बैंक ग्राहक से संपर्क करेगा और कनेक्शन काटने से पहले केवाईसी प्रक्रिया पूरी करने में सहायता करेगा। ग्राहक अपने जारीकर्ता बैंक के साथ केवाईसी से संबंधित किसी भी समस्या के लिए राष्ट्रीय राजमार्ग हेल्पलाइन नंबर 1033 पर शिकायत दर्ज करा सकते हैं या प्रश्न पूछ सकते हैं।

केवाईसी नियमों का यह सरलीकरण उपयोगकर्ता अनुभव को बढ़ाने, फास्टैग प्रणाली को मजबूत करने और देश भर में राष्ट्रीय राजमार्ग नेटवर्क पर राष्ट्रीय राजमार्ग उपयोगकर्ताओं को सुचारु और निर्बाध अनुभव प्रदान करने की एनएचएआई की प्रतिबद्धता का एक हिस्सा है।

GOVERNMENT OF INDIA

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA

UNSTARRED QUESTION NO - 1216

ANSWERED ON – 30/07/2025

DECLARATION OF STATE HIGHWAYS AS NATIONAL HIGHWAYS

1216. SHRI A. D. SINGH:

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

(a) the number of proposals which have been received from various State Governments for the declaration of state highways as national highways in last five years, the State-wise details, along with date of proposals in each case;

(b) the criteria and process adopted by the Ministry to evaluate such proposals, including considerations of connectivity, economic significance, and strategic importance; and

(c) the reasons for delays in approving these proposals and the steps being taken to expedite the declaration process to enhance infrastructure development across States?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) State roads, including State Highways (SHs), are declared as National Highways (NHs) from time to time on the basis of well-established broad principles, including: -

i. Connecting adjacent countries, National Capital with State Capitals/one State Capital to another State Capitals, major ports, large industrial centers or tourist centers.

ii. Roads having important strategic requirements.

iii. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.

iv. Roads which help in opening up large tracts of backward area and hilly region.

v. Synergy with PM GatiShakti National Master Plan (NMP).

Government receives proposals from various State Governments/Union Territories (UTs) from time to time, for declaration / upgradation of State roads, including SHs, as new NHs. Decisions are taken based on the broad principles of declaration of NHs, requirement of connectivity, traffic density, inter-se priority and synergy with PM GatiShakti National Master Plan (NMP).

x

खुले आम यातायात नियमों की धज्जियां उड़ा रहे ओवरलोड ट्रैक्टर-ट्राली, हो सकता है बड़ा हादसा

अशोक वर्मा

निसिंग(जगमार्ग न्यूज)। शहर की अनाज मंडी में खुले आम यातायात नियमों की धज्जियां उड़ाते हुए बिना नंबर प्लेट के धान के ओवरलोड ट्रेक्टर ट्राली किसी बड़े हादसे को निमत्रण दे रहे है। मंगलवार को अनाज मंडी के बाहर तेज रफ्तार बिना नंबर प्लेट की ट्रेक्टर ट्रॉली ने बिजली का पोल तोड़ दिया। जिससे 11 हजार केवीई की तार आपस में मिल गई बिजली की केवल नीचे ढह गई व बिजली का पोल टूट गया। जिससे बिजली की तारें आपस मिलने से कोई भी बड़ा हादसा घटित हो सकता था। अनाज मंडी से धान की ओवर लोड़ बिना नंबर प्लेट की ट्रेक्टर ट्रॉलियां लोडिंग का कार्य करती है। इन ट्रेक्टर ट्रॉलियों में से अधिकतर ट्रेक्टरों पर नंबर प्लेट भी नहीं है और इन ट्रेक्टरों को इनके चालक तेज रफ्तार से चलाते है। मंडी के बाहर यदि कोई बड़ा हादसा घटित होता है तो इसका जिम्मेदार कौन होगा क्योंकि खुले आम यातायात नियमों की धज्जियां उड़ाते हुए हवा में टायर उठे हुए चल रहे है। इसकी तरफ शासन व प्रशासन को ध्यान देना चाहिए। जिससे इनके कारण अमाजन का बचाव हो सके। इस संबंध में मार्किट कमेटी सचिव गौरव आर्य ने बताया कि लोडिंग के लिए ट्रांसपोर्टर का कार्य खरीद ऐजेंसियों के पास होता है। इसके बारे में खरीद ऐजेंसियों के निरीक्षक ही बता सकते है। इस संबंध में हैफड़ के निरीक्षक दर्शन सिंह ने बताया कि धान के उठान के लिए हैफड़ ऐजेंसी द्वारा ट्रकों में उठान किया जा रहा है और अनाज मंडी में ट्रैक्टर ट्रॉली में उठान नहीं करवाया जा रहा है और ना ही मैने अभी तक मंडी मेंकिसी भी ट्रैक्टर ट्रॉली को उठान करते नहीं देखा है।

> *अनाज मंडी के बाहर यदि ट्रेक्टर चालक ने बिजली का पोल तोड़ दिया है तो जेई को भेजकर इसकी जांच करवाता हूं।*
> ***संदीप श्योकंत ,एसडीओ बिजली निगम निसिंग।***

Developed & compiled by

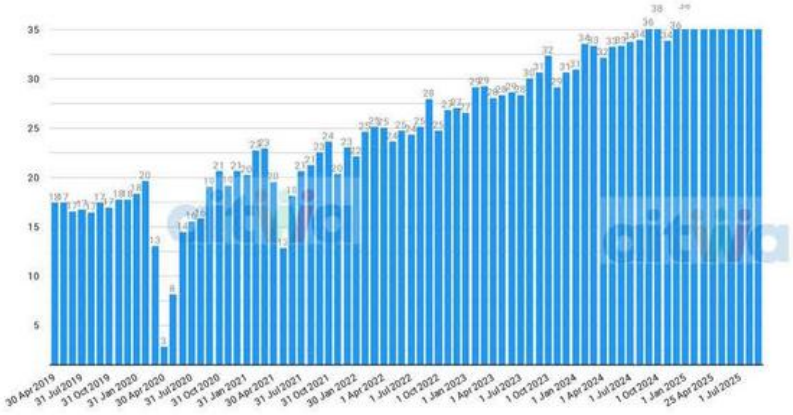
Eway Bill Dashboard

Last updated on 10th October 2025 | Data as on 30st September 2025

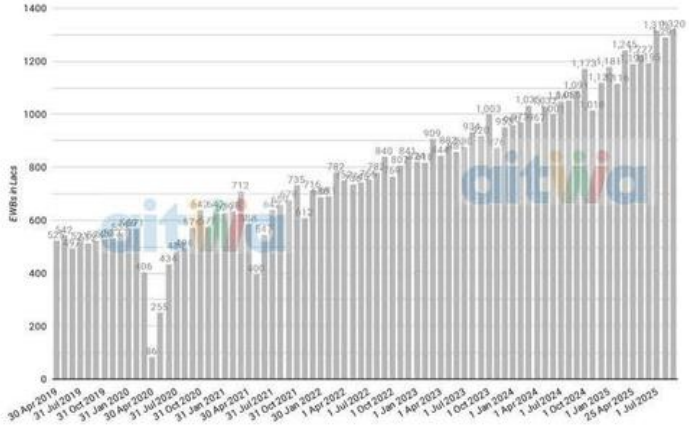
Number of daily EWBs generated across different types (in lacs per day) - Monthly

February Data is average of 2019-20 upto February 2020

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

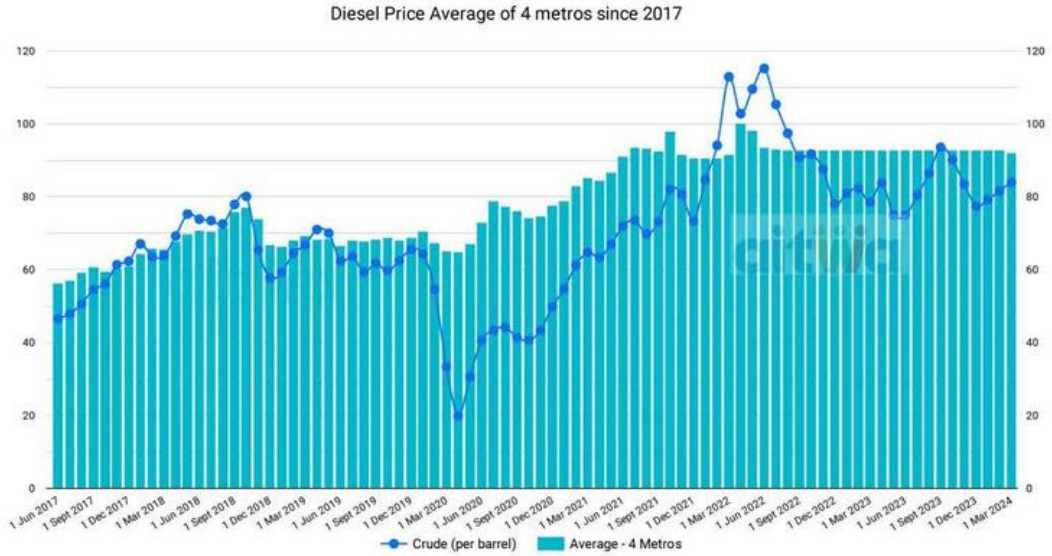


Total number of monthly EWBs generated (in lacs per month)



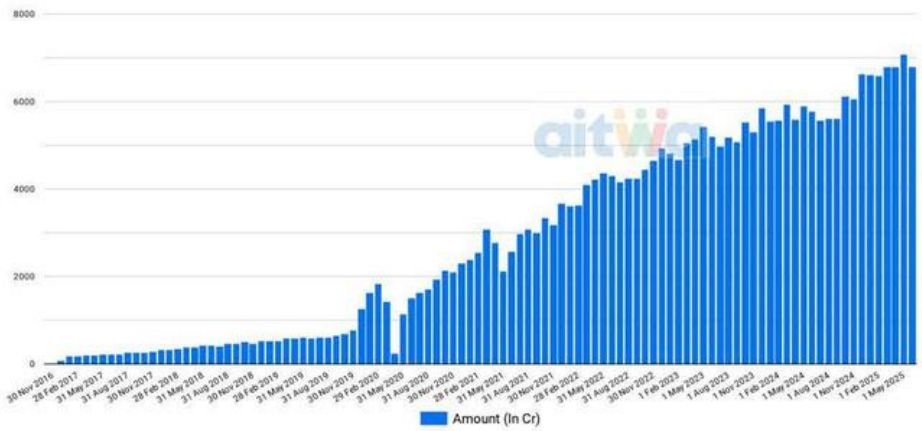
Diesel Dashboard

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



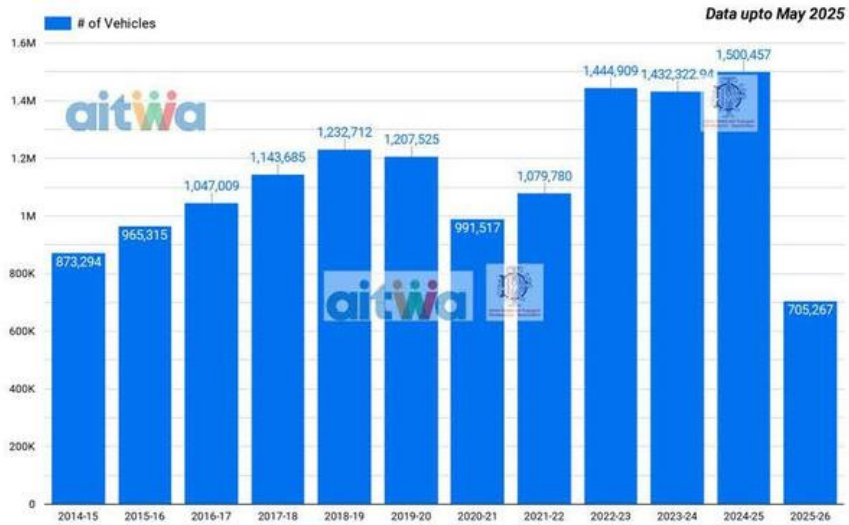
Toll Collection Dashboard

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



National Permit Vehicles in India

Data upto May 2025



TOTAL FREIGHT (INT'L+DOM.)

Freight (in MT.)

S. no.	Airport	For The Month			For The Period April To Sept.		
		Sept. 2025	Sept. 2024	% Change	2025-26	2024-25	% Change
(A) 18 International Airports							
1	Amritsar	357.6	184.0	94.3	1927.8	2083.1	-7.5
2	Ayodhya	0.0	0.0	-	0.0	0.0	-
3	Bhubaneswar	815.1	761.8	7.0	4631.0	4484.8	3.3
4	Chennai	33598.8	31970.4	5.1	214248.4	186797.2	14.7
5	Coimbatore	1298.6	1178.0	10.2	6683.2	5984.5	11.7
6	Goa	469.6	386.1	21.6	2618.0	2505.8	4.5
7	Imphal	451.6	614.7	-26.5	3218.6	2913.8	10.5
8	Kolkata	13616.4	14727.4	-7.5	83412.4	85162.7	-2.1
9	Kozhikode	1652.7	1883.7	-12.3	10075.9	10967.2	-8.1
10	Kushinagar	0.0	0.0	-	0.0	0.0	-
11	Port Blair	660.1	629.7	4.8	3838.5	3798.5	1.1
12	Rajkot (Hirasar)	95.8	50.6	89.3	320.8	328.9	-2.5
13	Srinagar	920.6	610.3	50.8	5634.0	5672.3	-0.7
14	Surat	712.9	560.4	27.2	4218.0	3575.8	18.0
15	Tiruchirappalli	577.2	479.1	20.5	3529.7	3043.3	16.0
16	Tirupati	15.3	9.7	57.6	126.8	43.2	-
17	Varanasi	707.6	637.9	10.9	3795.8	3241.7	17.1
18	Vijayawada	110.8	106.0	4.5	652.4	553.3	17.9
Total		56060.5	54789.8	2.3	348931.2	321156.0	8.6
(B) 6 PPP International Airports							
19	Ahmedabad	9778.8	8527.2	14.7	56835.7	51318.3	10.8
20	Guwahati	2547.8	2282.0	11.7	14212.3	12406.4	14.6
21	Jaipur	2496.9	2199.6	13.5	12461.3	10677.8	16.7
22	Lucknow	2060.0	1980.7	4.0	11638.1	11389.8	2.2
23	Mangalore	274.7	350.9	-21.7	987.6	1459.9	-32.4
24	Thiruvananthapuram	2026.6	2185.5	-7.3	11564.8	11719.6	-1.3
Total		19184.8	17525.9	9.5	107699.9	98971.8	8.8
(C) 7 JV International Airports							
25	Bangalore (BIAL)	44975.0	43743.0	2.8	263236.0	257260.0	2.3
26	Delhi (DIAL)	96324.0	100015.0	-3.7	564971.5	549715.6	2.8
27	Hyderabad (GHIAL)	16757.1	13893.8	20.6	88884.7	83868.1	6.0
28	Kannur (KIAL)	408.7	433.0	-5.6	2311.6	2388.1	-3.2
29	Kochi	5802.0	4974.7	16.6	35714.0	32339.2	10.4
30	Mumbai (MIAL)	76934.8	75786.9	1.5	457618.5	447075.3	2.4
31	Nagpur	873.6	738.2	18.3	5013.2	4342.1	15.5
Total		242075.2	239584.6	1.0	1417749.5	1376988.4	3.0
(D) 2 ST Govt./Pvt. INTL Airports							
32	Goa (MOPA)	177.3	258.3	-31.4	1512.6	1347.7	12.2
33	Shirdi	6.3	6.4	-1.3	33.2	33.2	0.1
Total		183.6	264.7	-30.6	1545.8	1380.8	11.9
(E) 12 Custom Airports							
34	Agartala	497.6	495.8	0.4	3189.0	2828.5	12.7
35	Aurangabad	136.0	92.8	46.5	625.9	429.2	45.8
36	Bagdogra	812.5	805.7	0.8	4995.4	4844.7	3.1
37	Bhopal	215.8	215.2	0.3	1219.4	1196.4	1.9
38	Chandigarh	1287.1	1210.0	6.4	7527.0	7786.4	-3.3
39	Gaya	0.0	0.0	-	0.0	0.0	-
40	Indore	1563.1	775.4	-	6280.9	5058.4	24.2
41	Madurai	313.9	306.6	2.4	1691.9	1704.9	-0.8
42	Patna	930.9	790.9	17.7	6132.9	4577.9	34.0
43	Pune	4691.4	3497.1	34.2	24818.0	19730.0	25.8
44	Vadodara	154.1	112.1	37.5	1061.5	722.3	47.0
45	Visakhapatnam	299.3	263.0	13.8	2549.2	2116.1	20.5
Total		10901.7	8564.7	27.3	60091.2	50994.9	17.8
(F) 69 Domestic Airports							
46	Adampur (Jalandhar)	0.0	0.0	-	0.0	0.0	-
47	Agatti	0.0	0.0	-	0.0	0.0	-
48	Agra	11.0	3.9	-	62.8	20.0	-
49	Barapani(Shillong)	0.0	0.0	-	0.0	0.0	-
50	Bareilly	0.0	0.0	-	0.0	0.0	-
51	Belagavi	0.7	1.9	-62.3	3.5	12.6	-72.2
52	Bhatinda	0.0	0.0	-	0.0	0.0	-
53	Bhavnagar	0.0	0.0	-	0.0	0.0	-
54	Bhuj	0.1	0.0	-	1.6	1.5	6.6
55	Bhuntar(Kullu Manali)	0.0	0.0	-	0.0	0.0	-
56	Bikaner	0.0	0.0	-	0.0	0.0	-
57	Coochbeher	0.0	0.0	-	0.0	0.0	-
58	Cuddapah	0.0	0.0	-	0.0	0.0	-
59	Darbhanga	28.7	26.1	9.9	399.1	254.1	57.1
60	Dehradun	115.9	131.7	-12.0	1098.6	1233.7	-11.0
61	Deoghar	0.0	0.0	-	0.0	0.0	-
62	Dimapur	116.9	65.0	80.0	642.1	621.7	3.3
63	Diu	0.0	0.0	-	0.0	0.0	-
64	Gaggal(Kangra)	0.0	0.0	-	0.0	0.0	-
65	Gondia	0.0	0.0	-	0.0	0.0	-
66	Gorakhpur	0.0	0.0	-	0.0	0.0	-
67	Gwalior	0.0	0.0	-	0.0	0.0	-
68	Hindon	0.0	0.0	-	0.0	0.0	-
69	Hubbali	15.7	32.2	-51.2	110.9	146.4	-24.3
70	Hyderabad(Begumpet)	0.0	0.0	-	0.0	0.0	-
71	Itanagar(Holongi)	2.4	0.0	-	6.6	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	123.6	87.3	41.6	362.8	513.5	-29.3
76	Jamnagar	13.7	8.1	70.0	87.9	78.2	12.3
77	Jharsuguda	0.0	0.0	-	0.0	0.0	-
78	Jodhpur	14.2	14.1	1.3	61.6	55.0	11.9
79	Jorhat	21.5	9.3	-	80.7	81.1	-0.5
80	Juhu	19.3	25.7	-24.6	129.8	146.3	-11.3
81	Kalaburagi(Gulbarga)	0.0	0.0	-	0.0	0.0	-
82	Kandla	0.0	0.0	-	0.0	0.0	-
83	Kanpur(Chakeri)	15.9	10.2	56.0	122.3	50.6	-
84	Keshod(Junagarh)	0.0	0.0	-	0.0	0.0	-
85	Khajuraho	0.0	0.0	-	0.0	0.0	-
86	Kishangarh	0.0	0.0	-	0.0	0.0	-
87	Kolhapur	0.0	0.0	-	0.0	0.0	-
88	Kota	0.0	0.0	-	0.0	0.0	-
89	Lakhimpur(Lilabari)	0.0	0.0	-	0.0	0.2	-
90	Leh	208.0	132.8	56.6	809.8	986.5	-17.9
91	Ludhiana	0.0	0.0	-	0.0	0.0	-
92	Mohanbari(Dibrugarh)	99.0	80.7	22.7	577.9	479.9	20.4
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	2.7	3.8	-29.1	18.3	24.7	-25.8
99	Purnea	0.0	0.0	-	0.0	0.0	-
100	Puducherry	0.0	0.0	-	0.0	0.0	-
101	Raipur	142.8	427.9	-66.6	2274.4	2531.8	-10.2
102	Rajahmundry	3.6	1.5	-	18.1	12.1	49.8
103	Ranchi	715.9	517.3	38.4	3809.7	3730.3	2.1
104	RewaA	0.0	0.0	-	0.0	0.0	-
105	Rupsi	0.0	0.0	-	0.0	0.0	-
106	Safdarjung	0.0	0.0	-	0.0	0.0	-
107	Salem	0.0	0.0	-	0.0	0.0	-
108	Shimla	0.0	0.0	-	0.0	0.0	-
109	Sholapur	0.0	0.0	-	0.0	0.0	-
110	Silchar	94.7	95.1	-0.5	432.2	275.0	57.2
111	Tezpur	0.0	5.6	-	0.0	16.5	-
112	Tezu	0.0	0.0	-	0.0	0.0	-
113	Tuticorin	0.9	0.7	34.3	6.3	3.8	63.5
114	Udaipur	24.7	19.6	26.2	182.1	127.3	43.1
(F) 69 Domestic Airports		1792.0	1700.3	5.4	11299.1	11402.9	-0.9
(G) 28 St.Govt. / Pvt Airports							
115	Aizawl(Lengpui)	86.7	119.3	-27.4	657.4	532.5	23.5
116	Aligarh	0.0	0.0	-	0.0	0.0	-
117	Ambikapur	0.0	0.0	-	0.0	0.0	-
118	Amravati	0.0	0.0	-	0.0	0.0	-
119	Azamgarh	0.0	0.0	-	0.0	0.0	-
120	Bengaluru(Hal)	0.0	0.0	-	0.0	0.0	-
121	Bidar	0.0	0.0	-	0.0	0.0	-
122	Bilaspur	0.0	0.0	-	0.0	0.0	-
123	Chitrakoot	0.0	0.0	-	0.0	0.0	-
124	Datia	0.0	0.0	-	0.0	0.0	-
125	Durgapur	74.8	19.1	-	392.8	208.0	88.8
126	Hisar	0.0	0.0	-	0.0	0.0	-
127	Jagdalpur	0.0	0.0	-	0.0	0.0	-
128	Jamshedpur	0.0	0.0	-	0.0	0.0	-
129	Jeypore	0.0	0.0	-	0.0	0.0	-
130	Kurnool	0.0	0.0	-	0.0	0.0	-
131	Mundra	0.0	0.0	-	0.0	0.0	-
132	Nanded	0.0	0.0	-	0.0	0.0	-
133	Nasik(Hal Ozar)	484.5	304.7	59.0	4208.6	1574.1	-
134	Pasighat	0.0	0.0	-	0.0	0.0	-
135	Pithoragarh	0.0	0.0	-	0.0	0.0	-
136	Rourkela	0.0	0.0	-	0.0	0.0	-
137	Shivamogga	0.0	0.0	-	0.0	0.0	-
138	Shravasti	0.0	0.0	-	0.0	0.0	-
139	Sindhudurg	0.0	0.0	-	0.0	0.0	-
140	Utkela	0.0	0.0	-	0.0	0.0	-
141	Vijayanagar	0.0	0.0	-	0.0	0.0	-
142	Ziro	0.0	0.0	-	0.0	0.0	-
(G) 28 St.Govt. / Pvt Airports		645.9	443.1	45.8	5264.8	2314.6	-
Grand Total (A+B+C+D+E+F+G)		330843.8	322873.0	2.5	1952581.6	1863210.0	4.8

Source: A.A.I.

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

(*) TENTATIVE

(IN '000 TONNES)

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/ LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers		Coal		Containers		Other Misc. Cargo	TOTAL	% VAR. AGAINST 2024-25
					FIN.	RAW	Thermal & Steam	Coking & Others	Tonnage	TEUs			
KOLKATA													
Kolkata Dock System	TRF APRIL-SEPT, 2025	203	244	-	666	3	-	54	6388	367	1341	8899	
	TRF APRIL-SEPT, 2024	159	270	-	363	7	-	99	4558	308	1697	7153	24.41
Haldia Dock Complex	TRF APRIL-SEPT, 2025	5164	3385	74	66	214	792	8628	1699	103	4399	24421	
	TRF APRIL-SEPT, 2024	4527	2976	352	67	193	52	6770	1425	80	5067	21429	13.96
TOTAL: SMP, KOLKATA	TRF APRIL-SEPT, 2025	5367	3629	74	732	217	792	8682	8087	470	5740	33320	
	TRF APRIL-SEPT, 2024	4686	3246	352	430	200	52	6869	5983	388	6764	28582	16.58
PARADIP	TRF APRIL-SEPT, 2025	22688	875	8432	349	3010	26015	8401	264	13	6746	76780	
	TRF APRIL-SEPT, 2024	17039	944	12964	33	2916	24930	8408	222	14	5701	73157	4.95
VISAKHAPATNAM	TRF APRIL-SEPT, 2025	13919	763	6229	1155	988	4844	2851	5066	309	7271	43086	
	TRF APRIL-SEPT, 2024	10890	626	6162	461	793	5225	4113	5558	350	7964	41792	3.10
KAMARAJAR(ENNORE)	TRF APRIL-SEPT, 2025	2687	97	-	-	-	11219	1299	6653	345	1889	23844	
	TRF APRIL-SEPT, 2024	2524	89	-	-	-	11362	1150	6814	353	1745	23684	0.68
CHENNAI	TRF APRIL-SEPT, 2025	7493	614	683	5	236	-	-	18961	982	1474	29466	
	TRF APRIL-SEPT, 2024	6834	731	735	-	63	-	-	16922	877	1803	27088	8.78
V.O.CHIDAMBARANAR	TRF APRIL-SEPT, 2025	255	816	-	233	454	3696	4324	8558	428	2952	21288	
	TRF APRIL-SEPT, 2024	220	670	-	178	358	5049	4464	8034	402	2038	21011	1.32
COCHIN	TRF APRIL-SEPT, 2025	12505	291	-	-	77	-	-	5123	382	631	18627	
	TRF APRIL-SEPT, 2024	12091	287	-	-	74	-	-	5630	419	454	18536	0.49
NEW MANGALORE	TRF APRIL-SEPT, 2025	13132	1159	2785	275	15	3063	518	1264	99	400	22611	
	TRF APRIL-SEPT, 2024	13436	1640	284	251	45	3224	699	1216	91	286	21081	7.26
MORMUGAO	TRF APRIL-SEPT, 2025	267	204	1403	166	-	930	4137	-	-	2282	9389	
	TRF APRIL-SEPT, 2024	259	204	1584	115	-	992	3488	-	-	1558	8200	14.50
MUMBAI	TRF APRIL-SEPT, 2025	21495	1081	2939	274	37	4286	-	6	1	5035	35153	
	TRF APRIL-SEPT, 2024	20516	960	2667	222	32	4454	-	2	-	5597	34450	2.04
J.N.P.A.	TRF APRIL-SEPT, 2025	1975	1336	-	-	-	-	-	45036	3964	1286	49633	
	TRF APRIL-SEPT, 2024	1639	1297	-	-	-	-	-	40856	3527	1009	44801	10.79
DEENDAYAL	TRF APRIL-SEPT, 2025	30765	6371	934	2754	237	9399	277	5320	288	18311	74368	
	TRF APRIL-SEPT, 2024	32504	6162	710	1565	226	9666	343	3394	200	16822	71392	4.17
ALL PORTS	TRF APRIL-SEPT, 2025	132548	17236	23479	5943	5271	64244	30489	104338	7281	54017	437565	
	TRF APRIL-SEPT, 2024	122638	16856	25458	3255	4707	64954	29534	94631	6621	51741	413774	5.75
% Variation from previous year		8.08	2.25	-7.77	82.58	11.98	-1.09	3.23	10.26	9.97	4.40	5.75	

Source: I.P.A.

India Maritime Week 2025: Innovative Mechanisms for Ship Financing

The Union Minister of Road Transport and Highways, Nitin Gadkari, addressed the India Maritime Week 2025 in Mumbai, focusing on the theme "Innovative Mechanisms for Ship Financing."

Gadkari highlighted that India's maritime sector, valued at nearly USD 1 trillion (₹84 lakh crore), holds immense investment potential in ports, shipping, and logistics. Drawing from the success of the Ministry of Road Transport and Highways (MoRTH) in mobilizing ₹1.4 lakh crore through ToT, InvITs, and PPP models—raising private participation from 10% to 35%—he emphasized that similar approaches could accelerate project execution, improve quality, and ease the financial burden on the government through private sector innovation and efficient fund flow. He launched the CMEG (RIS) – India Maritime Report 2025-26, titled

"Uniting Oceans, One Maritime Vision: India's Maritime Strides."

Gadkari expressed appreciation to Union Minister of Ports, Shipping and Waterways, SarbanandaSonowal, for advancing Prime Minister Narendra Modi's vision of Sagarmala 2.0, which aims to boost shipbuilding, repair and recycling, enhance port efficiency, strengthen the coastal economy, and revive inland waterways.

He underscored that with private innovation, transparent governance, and time-bound execution, India can build enduring global confidence in its maritime leadership and competitiveness.

x

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