MEETING SEQUENCE

1. Opening Remarks by Shri **Akhilesh Shrivastava**, President of ITS India, Co-Chair- 8th Network WGM
2. Keynote Address by Shri **Abhijeet Sinha**, Convener- 8th WGM, Program Director, NHEV
3. Welcome Address by Shri **Vaibhav Dange**, Chair, 8th Network WGM, Public Policy Expert on Infrastructure and Former Advisor to NHAI, MoRTH (Government of India)
4. Introduction of all participants at 8th Network WGM convened on “Network Readiness for 3rd Generation Mobillity”
5. Technical Presentation- **MP Ensystems**, V2X Technology Transition: A ‘why to prototype?’ for stakeholders
6. Technical Presentation- **Tracknow**, Devices & Product: Connected Commercial Vehicle (CCV) Protocol
7. Technical Presentation- **Tekmindz**, Services & Operations in Corridor Management Unit (CMU): RSA and ORS are on OEMs Users’ Checklist
8. Technical Presentation- **NHEV Greenways**, RSA Walkthrough for On-Road Support (ORS)
9. Views, recommendations and key concerns by fleet operators on CCV Protocol ahead of inspections and certifications.
10. Convener tabled key considerations for discussion, decisions, suggestions and nominations; the outcomes are annexed with the MoM.
11. Closing Remarks by Shri **Abhijeet Sinha**, Convener- 8th WGM, Program Director, NHEV
12. Upgradation of Letter of Recommendation (LoR) and Letter of Award (LoA) Recognitions
13. Final Takeaway
    Way Forward to INDIA AI Impact Summit | February 2026

Annexure 1

Opening Remarks by Shri **Akhilesh Shrivastava**,
President of ITS India, Co-Chair- 8th Network WGM

1. He explained India's transition from passive highways to active digital infrastructure.	9. He described Cellular-based V2X communication systems.
2. He highlighted National Highway for Electric Vehicles (NHEV) as the backbone for 3rd Generation (3G) Mobility.	10. He explained growing global momentum (e.g., U.S., California mandates).
3. He mentioned shift from isolated infrastructure assets to integrated mobility ecosystems.	11. He mentioned V2X technology can improve logistics efficiency by over 40% and reduce road fatalities by up to 80%.
4. He described framing highways as operational, data-generating national assets.	12. He mentioned up to 80% reduction in fatality probability with early alerts.
5. He mentioned the need for system-level thinking beyond charging infrastructure.	13. He emphasised that early warning systems significantly reduce crash severity.
6. He emphasised that roads are becoming communication-enabled assets through Roadside Units (RSUs).	14. He described sensors, cameras, and communication-enabled vehicles.
7. He recommended Infrastructure-to-vehicle real-time communication.	15. He insisted on mandating ADAS, especially in 7-seater and above vehicles
8. He recommended the expansion of FASTag-like localized models to full road networks	16. He clarified the foundation for semi-autonomous and autonomous mobility

Annexure 2:
Keynote Address by Shri **Abhijeet Sinha**,
Convener- 8th WGM, Program Director, NHEV

1. He described the transition from random EV procurement to a developed OEM-qualified, Connected Commercial Vehicle Protocol.	9. He questioned the avoidance of siloed apps and fragmented systems.
2. He emphasised the movement from a vehicle ownership model to a service-based mobility ecosystem.	10. He emphasised automatic vehicle recognition and usage-based billing.
3. He mentioned the deployment of 5,200 electric cars and 1,000 electric trucks on highways.	11. He described that two interconnected ecosystems—government-led highway systems and NSB-led connected EV platforms—must integrate to enable national scalability.
4. He described pilot-stage advanced vehicles tested before mass-market rollout.	12. He mentioned highway access control, limited exits and the need for ITS integration.
5. He mentioned connected vehicles generate real-time data on battery health, driving behaviour, energy consumption, route performance and charging patterns.	13. He mentioned that monitoring lane discipline, speed patterns, and accident risk.
6. He described automatic vehicle-to-infrastructure communication.	14. He mentioned data aggregation via regional command centres (North, South, East, West).
7. He emphasised that AI predicts range risks and operational issues.	15. He described small user fees (e.g., toll-based RSA assurance) as building accountability.
8. He mentioned automatic dispatch of assistance without driver intervention.	16. He recommended the collaboration between OEMs, policymakers, infrastructure providers, and enforcement agencies.

Annexure 3

Welcome Address by Shri **Vaibhav Dange**,
Chair, 8th Network WGM, Public Policy Expert on Infrastructure and Former Advisor to NHAI, MoRTH (Government of India)

1. Reflected on FASTag's early failure and later success due to timely course correction.	9. Identified the core challenge for policymakers as choosing the right framework, architecture, and implementation model, not merely technology
2. Emphasised avoiding a rat race for rapid adoption without maturity	10. Advocated for performance-based technology adoption instead of asset-based or hardware-cost-heavy models
3. Suggested outcome-linked payments (e.g., transaction-based remuneration) to ensure accountability	11. Highlighted technology's role in transparency and citizen empowerment
4. Reiterated that ease of doing business also means ease of use for citizens	12. Pointed out poor user experience in customer care systems as a systemic failure
5. Cited UPI and FASTag success as examples of user-centric design	13. Emphasised tangible economic benefits for users (time saved, lifecycle cost reduction)
6. Shared logistics example where tyre cost reduced from 26 paise/km to 16 paise/km due to better roads and FASTag	14. Referred to satellite tolling failure due to lack of indigenous protocol readiness
7. Flagged data as a national asset, stressing indigenous control, protection, and localisation	15. Argued for India-specific applications, accounting for behavioural and cultural realities
8. Highlighted safety as the ultimate objective, stating accident reduction as a national priority	16. Linked success of V2X and connected mobility directly to saving human lives

Introduction of all 8th Working Group Meeting Participants convened on Network Readiness for 3rd Generation Mobility

1. Shri **Abhishek Gupta**, Project Director, NHEV Greenways
2. Shri **Nitin Jain**, Assistant General Manager (EPC Division), Goldi Solar
3. Shri **Durgadutt Nedungadi**, Sr. Vice President - EMEA & APAC Business, Netradyne
4. Ms **Barsha Paul**, Senior Consultant at KPMG Global Services.
5. Prof **Ashbir Singh**, Director- I- Board Mobility
6. Shri **Praveen Naruka**, Director- DHI Mobility
7. Shri **Siddharth Tiwari**, Product Lead for electric vehicles and charging infra, Euler Motors
8. Shri **Inderpreet Singh**, Senior Manager, Euler Motors
9. Shri **Sanjeev Kumar Singh**, Amnex Infotechnologies
10. Shri **Vijay Daggumati**, Chief Technical Officer, Samin TekMindz
11. Ms **Samina Kanchwala**, Chief Executive Officer, Samin TekMindz
12. Shri **Dharnesh Krishna Koganti**, Regional Sales Head, Netradyne
13. Shri **Chandan Gupta**, Corporate Affairs and Policy Advocacy, Olectra Greentech
14. Shri **Sachin Kumar Gupta**, Assistant General Manager, Energy in Motion
15. Shri **Ankit Grover**, Chief Business Officer, Refex Mobility
16. Shri **Udit Rawat**, Chief Financial Officer, Snap-E Cabs
17. Shri **Dhruv Patel**, Director, Shimnit India
18. Shri **Ankush Singh Pahil**, Member- NHEV Working Group
19. Shri **Tajinder Singh**, Head Government & Institutional Relations, IPLTech Electric
20. Shri **Kartik Saini**, Director of Operations & Growth, Bitek Solar
21. Shri **Prasanta Kumar Nayak**, Senior Director (IT), National Informatics Centre (NIC), Bhubaneswar

Annexure 4 -
Technical Presentation by Ms **Pratyusha Paul**,
Programme Assistant (Mobility and Resource Efficiency) at **MP Ensystems** on V2X Technology Transition: A 'why to prototype?' for stakeholders

1. She introduced the segment as a strategic discussion on V2X technology transition and stakeholder-led prototyping requirements.	11. She aligned electric freight transition with Make in India 2.0 and its 27 focus sectors.
2. She positioned the working group meeting as a bridge between existing pilot projects and upcoming national-scale electric freight deployment.	12. She identified manufacturing sectors (capital goods, textiles, chemicals, automotive) as high-potential for Zero Emission Truck (ZET) adoption.
3. She highlighted the Government of India's identification of 10 priority freight corridors for electrification by 2025.	13. She emphasised service sectors (logistics, construction, renewable energy) as key ZET enablers.
4. She referenced key priority corridors, including Delhi–Chandigarh, Delhi–Jaipur, and Pune–Nashik.	14. She shared an NHEV ecosystem snapshot, including engaged OEMs such as Tata Motors, Ashok Leyland, Iboard Mobility, Sany, Propel and Blue Energy Motors.
5. She shared the NHEV expansion roadmap targeting 5,500 km of planned electric freight corridors.	15. She highlighted active deployment of electric trucks, tippers, trailers, and buses across Maharashtra, Delhi, and Madhya Pradesh.
6. She noted that 830 km of pilot electric freight corridors have already been executed (Delhi–Jaipur, Delhi–Agra, Chennai–Trichy).	16. She stressed the importance of correct vehicle model selection aligned with commodity type and operational patterns.
7. She presented MPN Systems' 2022 EV charging infrastructure siting study covering approximately 5,000 km of freight corridors.	17. She underlined the critical role of accurate charger mapping and charging location planning for time-sensitive freight movement.
8. She included strategic routes such as Leh–Delhi, Visakhapatnam–Kanyakumari, and Mumbai–Panjim in the infrastructure study.	18. She emphasised the need for EV vs diesel cost comparisons to ensure commercial feasibility alongside sustainability goals.
9. She discussed the 2024 smart charging study conducted on the Delhi–Jaipur corridor.	19. She explained the four-step route optimisation framework: application data capture, route optimisation, commercial equivalence analysis, and coordinated deployment with financing.
10. She highlighted the combined analysis identifying nearly 7,500 km of freight corridors suitable for route optimisation.	20. She highlighted highway intelligence & CCV/V2X benefits, enabling smarter planning, faster tolling, safer operations, & smoother EV

	transition.

Annexure 5 -

Technical Presentation by Ms **Pooja Khemka,**
Chief Executive Officer, **Tracknow** on Devices & Product: Connected Commercial Vehicle (CCV) Protocol

1. She emphasised NHEV's objective of uniting OEMs, charging hubs, and technology providers under one ecosystem.	10. She emphasised ensuring correct sensor installation during the pilot validation stage.
2. She highlighted core goals: vehicle safety, cost optimisation versus fuel vehicles, and optimal vehicle utilisation.	11. She highlighted battery integration requirements, including alignment with BMS ports and a common battery protocol.
3. She reinforced the importance of route optimisation for accurate ETA analysis.	12. She proposed integration of charging infrastructure using special asset-tracker devices at charging stations.
4. She stressed continuous device and vehicle connectivity across freight operations.	13. She introduced the "single umbrella" platform concept providing unified visibility of vehicles, devices, and infrastructure.
5. She explained TrackNow's role in enabling end-to-end EV connectivity and IoT telematics integration.	14. She presented the plan for four zonal Command & Control Centres with a centralised dashboard integrating ADAS, GPS, surveillance, and SOS systems.
6. She underlined the need for certification and standardisation under the CCV protocol to prevent fragmented OEM-specific systems.	15. She explained SOS functionality and low-battery alerts routed to the nearest command centre for rapid response.
7. She proposed installing TrackNow technology across all CCV-compliant vehicles for uniform visibility and consistent data capture.	16. She outlined the full system architecture: EV vehicles, IoT sensors, GPS, energy meters, TrackNow platform layer, and central server with a simulation centre in Ahmedabad.
8. She acknowledged that some vehicles already include sensors or ADAS, requiring careful integration.	17. She described the simulation centre's role in monitoring vehicle behaviour and supporting OEM decision-making.
9. She recommended an initial pilot phase with dedicated R&D monitoring and OEM-specific use cases.	18. She addressed roadside assistance (RSA), highlighting centralised alerts and control rooms to reduce downtime and ensure rapid response.

Annexure 6 -

Technical Presentation by Shri **Dharnesh Krishna Koganti**,
Regional Sales Head- NetraDyne on Services & Operations in Corridor Management Unit (CMU): RSA and ORS are on OEMs Users' Checklist

1. He aligned NetraDyne's objective with NHEV's broader goal of saving lives through intelligent mobility systems.	12. He explained real-time driver alerts combined with simultaneous cloud video uploads for monitoring and intervention.
2. He highlighted AI/ML-driven safety solutions integrated across hardware and software platforms.	13. He outlined Command & Control Centre integration, enabling live alerts, SOP-driven actions, and faster roadside assistance dispatch.
3. He stressed NetraDyne's strong R&D-led foundation, backed by an extensive US patent portfolio and fully in-house developed IP.	14. He introduced advanced innovations, including blind-spot detection, haptic seat vibration alerts, and a robust Driver Monitoring System with eye-blink tracking.
4. He shared key milestones, including being declared the top patent filer of 2024 by NASSCOM and achieving unicorn status in 2025.	15. He presented the layered analytics pyramid covering telematics data, inward cabin analytics, outward vision systems, and weather detection.
5. He framed the rising road fatality challenge, identifying speeding, traffic violations, drowsiness, and distracted driving as primary causes.	16. He highlighted driver identification and scoring models that correlate behaviour data with accident probability.
6. He cited industry data, including from the oil & gas sector, showing driver negligence as a leading contributor to accidents.	17. He framed the safety philosophy around "failing safely," designing systems that protect lives even when human error occurs.
7. He asserted that nearly 90% of accidents are preventable with timely, real-time alerts.	18. He shared deployment scale figures, including approximately 15,000 vehicles in India and 5.5 lakh globally, with clients such as Shell India implementing structured SOPs.
8. He detailed major driver risk behaviours such as speeding, tailgating, lane departure, distraction, and fatigue from long driving hours.	19. He addressed privacy concerns by incorporating facial blurring features while maintaining full safety alert functionality.
9. He described NetraDyne's AI-powered device stack with edge analytics,	He explained that the system delivers real-time driver alerts while instantly

cameras, sensors, storage, and communication modules.	uploading incident footage to the cloud for monitoring and intervention.

Annexure 7 - Technical Presentation by Shri **Vijay Daggumati**,

Chief Technical Officer-Samin Tekmindz, Services & Operations in Corridor Management Unit (CMU): RSA and ORS are on OEMs Users' Checklist

1. He framed the discussion around systemic coordination challenges in large-scale EV ecosystems, emphasising the need for an integrated digital backbone rather than isolated software solutions.	11. He explained ecosystem-driven use cases for CPOs, banks, financiers, and government requiring integrated, cryptographically verifiable data.
2. He highlighted TekMindz's 15+ years of EV domain expertise and two decades of system architecture experience in charging management, fleet platforms, and enterprise-grade mobility software.	12. He outlined the four core pillars of EnergyOS: Stable Data Foundation, Digital Twins, Predictive Analytics, and AI Agents with Orchestration.
3. He highlighted the complexity of the NHEV ecosystem involving CPOs, OEMs, RSA, device partners, government, fleet operators, energy companies, and financiers.	13. He described digital twins for vehicles, routes, chargers, and fleets, enabling safe simulation before capital deployment.
4. He raised the central question: who coordinates this entire ecosystem at scale when all stakeholders operate in isolation?	14. He detailed the predictive analytics layer supporting forecasting, degradation modelling, utilisation analysis, and stakeholder-owned AI models.
5. He identified data silos as the primary issue, with fleet, charging, infrastructure, and RSA systems functioning independently.	15. He positioned AI agents as virtual command centres capable of detecting violations, issuing alerts, initiating automated calls, and triggering RSA or OEM workflows.
6. He explained the consequences of silos—suboptimal decisions, revenue leakage, and weak cross-ecosystem coordination.	16. He emphasised the maturity of AI call agents and their potential to replace manual intervention within the next two years.
7. He introduced EnergyOS as the missing coordination layer—an operating system for the entire e-mobility ecosystem, not just a	17. He presented EnergyOS as a CCV protocol enabler, providing secure connectors to translate, push, and pull data across stakeholders.

standalone software product.	
8. He compared EnergyOS to Android/iOS and AWS-style cloud platforms, positioning it as foundational infrastructure.	18. He introduced the open API and SDK framework, allowing stakeholders to build custom applications without vendor lock-in.
9. He clarified that point solutions (separate fleet, charging, and infra software) only recreate silos rather than solve them.	19. He showcased integrated solutions within EnergyOS, including Sparky (OCPP-based charging management), RoMe (OCPI roaming), fleet management systems, Swappy (battery swapping), and Flexi (smart energy management with V2G readiness).
10. He described EnergyOS's objective: unify actors and data under one platform for coordinated, revenue-optimised decision-making.	20. He concluded by positioning EnergyOS as a coordination and intelligence platform enabling data trust, anomaly detection, improved utilisation, and automated ecosystem orchestration.

Annexure 8:

Action Points

Minutes of the 8th Energy Working Group Meeting for 3G Mobility Network (Physical) held on 23.12.2025 under the Chairmanship of Shri **Vaibhav Dange**, Public Policy Expert on Infrastructure and Former Advisor to NHAI, MoRTH (Government of India)

S No.	Points Discussed	Observations	Action Points
1	ADAS, Driver Monitoring Systems (DMS), and road safety technologies	Over-speeding and lane indiscipline remain major causes of fatalities. Existing audio alerts are insufficient for highway safety. India lacks standardised, enforcement-ready infrastructure.	Proposal initiated for technology-led enforcement pilots using connected vehicle systems, V2X alerts, and phased enforcement models aligned with government policy.
2	Dynamic speed enforcement and highway-linked vehicle intelligence	Vehicles should eventually detect highway-specific speed limits and restrict acceleration accordingly. Abrupt auto-braking is unsafe without graduated control systems.	Recommendation made to begin with lane-discipline pilots and warning-based SOP enforcement before moving toward automated control systems.
3	Infrastructure gaps for ADAS deployment	Lack of dedicated truck lanes, roadside parking, and standardised speed signage limits full deployment of advanced enforcement technologies.	Suggested pilot corridors with standardised signage and digitally mapped speed-limit databases linked with enforcement systems with a Vehicle to Vehicle Communication system.

4	Privacy vs monitoring in self-drive rental ecosystem	India lacks robust digital frameworks for self-drive EV monitoring compared to European systems. Privacy and safety need balanced governance.	Suggested layered consent mechanisms for personal vehicles and mandatory monitoring for commercial fleets. Matter to be reviewed under upcoming policy reforms.
5	Minimum vehicle quality standards under NHEV	Fleet quality inconsistency impacts operational reliability and enforcement readiness.	Proposal to define minimum consensus-based vehicle standards during upcoming January Working Group discussions.
6	Motor Vehicles Act amendments for public-driven commercial rentals	Policy amendment allowing public-driven commercial rentals is under consideration but not yet passed.	Interim enablement through RTU permissions to be explored if required.
7	EnergyOS ecosystem architecture by TekMindz	EV ecosystem currently operates in fragmented silos across fleets, charging, financing, OEMs, and RSA systems.	EnergyOS proposed as a unified ecosystem coordination layer integrating CCV protocols, AI orchestration, predictive analytics, and digital twins.
8	Stable data foundation and digital twins	Unified data architecture is necessary for simulations, forecasting, financing, and operational optimisation.	Digital twins for vehicles, chargers, routes, fleets, and highways proposed as foundational infrastructure within EnergyOS.

9	AI agents and orchestration systems	AI agents can automate driver alerts, maintenance escalation, RSA dispatch, SLA management, and operational workflows.	AI-based virtual command centre architecture proposed for future implementation across corridors.
10	CCV protocol integration and interoperability	Multiple protocols and isolated systems currently prevent ecosystem-wide interoperability.	EnergyOS proposed as a CCV connector layer enabling secure push/pull translation between stakeholders and government systems.
11	Open Application Programming Interface (API) and Software Development Kit (SDK) Ecosystems	Stakeholders require flexibility without vendor lock-in.	Open APIs and SDKs proposed for deployment flexibility across public and private infrastructure.
12	Charging interoperability and roaming systems	Charging network silos continue to limit EV scalability.	OCPP-based charging systems and OCPI-based roaming frameworks integrated into EnergyOS architecture.
13	Battery swapping and smart energy management	Swapping and demand-response systems are essential for downtime reduction and grid balancing.	Integrated systems such as Flexi were introduced for battery swapping, DRMS, OpenADR, and V2G readiness.

14	RSA and On-Road Services (ORS) business model	Highway assistance is evolving into a commercial and subscription-based service layer.	PPP-based, OEM-agnostic RSA and ORS models proposed for commercial deployment across NHEV corridors.
15	Commercial prototyping and utilisation modelling	Highway deployment viability depends on utilisation forecasting and operational simulations.	Digital twin-based breakeven, utilisation, and route modelling frameworks proposed for corridor planning.
16	Zonal Command & Control Centres	Four zonal centres planned to manage operational, simulation, and emergency response activities.	Delhi, Pune, Bhubaneswar, and Bangalore identified as zonal command locations managing 6–7 corridors each.
17	NIC national interoperability and e-transport ecosystem	Transport remains one of India's largest fragmented datasets requiring unified visibility.	NIC reaffirmed support for unified vehicle, driver, OEM, and enforcement integration frameworks.
18	FASTag-based e-detection system	Automated detection significantly improved MV (Motor Vehicles) Act enforcement outcomes.	Existing e-detection infrastructure across toll plazas to support future CCV and enforcement integrations.

19	EV subsidy platforms and OEM onboarding	Existing homologation systems lack granular EV-specific data.	OEM onboarding windows created for detailed EV technical data submission supporting subsidy systems.
20	AI-enabled accident reporting and emergency response	Citizen-led reporting integrated with volunteer and enforcement response can improve golden-hour outcomes.	Odisha road safety platform with Meta integration and Rakshak volunteer framework presented for future scalability.
21	Integration with existing government command centres	Excessive standalone command centres risk duplication and inefficiency.	Recommendation made for NHEV systems to integrate with existing ERSS, VLTD, and government command infrastructures.
22	Digital twin of highways and enforcement readiness	Enforcement requires trusted digital mapping of highways and speed limits.	Proposal initiated for highway-level digital twin systems incorporating segment-wise speed and lane intelligence.
23	Incentive-based data sharing	Fleet and OEM participation improves when operational incentives exist.	Proposal discussed for faster RSA and premium services in exchange for vehicle data participation.

24	RSA vehicle deployment and emergency response	EV roadside failures require portable charging and rapid-response infrastructure.	RSA vehicles planned at ~50 km intervals equipped with charging systems, rescue tools, towing systems, and emergency extraction equipment.
25	Corridor Management Units (CMU)	CMUs currently focus on operational maintenance but may evolve into deeper digital coordination centres.	Industry consultation proposed to align digital services, RSA, and enforcement systems with CMU evolution.
26	Battery swapping deployments	Downtime reduction remains critical for commercial EV operations.	Multiple swapping stations announced across strategic freight corridors including Kotputli, Patli, and KMP regions.
27	OEM serviceability and third-party RSA	OEM-only service models are not scalable nationally.	OEMs expressed openness to third-party RSA integration under NHEV frameworks.
28	Fleet operational realities and EV economics	Financing cost, maintenance, and battery standardisation remain key operational bottlenecks.	Fleet operators requested longer-tenure financing, improved data access, and battery interoperability initiatives.

29	CCV inspection and certification process	OEMs require a structured compliance pathway without repeated prototyping burdens.	Two-stage CCV inspection model finalised involving baseline assessment and prototype validation.
30	High-Security Registration Plate (HSRP) implementation gaps	Weak HSRP adoption threatens digital tolling, parking, enforcement, and national security objectives.	HSRP enforcement formally proposed as a working group priority with toll-linked enforcement recommendations.
31	Uniform VAHAN 4 adoption	State-level workflow modifications reduce interoperability and data reliability.	Recommendation made for standardised national VAHAN workflows and dealer-led registration enforcement.
32	Early alert V2X pilot proposal	Connected vehicles can improve real-time safety and enforcement communication.	Pilot proposed at Hamsapur Wayside Amenities involving NHEV, ITS India Forum, and Ease of Doing Business ecosystem partners.
33	Digital infrastructure at Wayside Amenities	Existing WSA guidelines lack mandatory digital infrastructure provisions.	Proposal initiated to include technical and digital infrastructure requirements in future WSA guidelines.

34	Advanced Driver Assistance Systems (ADAS)-generated enforcement data	Valuable overspeeding and lane-violation data currently remains inaccessible to enforcement agencies.	Pilot discussions proposed for responsible sharing of ADAS data for road safety readiness.
35	PPP-mode EV RSA ecosystem	Highway services beyond tolling lack structured commercial frameworks.	Subscription-based PPP RSA model proposed for pan-India deployment and private-sector participation.
36	Working group participation and nominations	Long-term continuity is required for pilot execution and policy implementation.	Members requested to confirm participation and commit for at least one year through pilot and reform cycles.
37	LOR issuance and zonal partner onboarding	Pilot execution requires early ecosystem integration with OEMs and operators.	Letters of Award issued to selected zonal partners including TrackNow, TekMindz, NetraDyne, and NIC-associated participants.
38	Pilot timelines and national showcase	Pilot outputs are targeted for national presentation ahead of AI India Summit.	Pilot outcomes scheduled for completion by February, with formal announcements and MoM release by month-end.

Annexure 9 - Closing Remarks By Shri **Abhijeet Sinha**,

Convener-8th WGM, Program Director-National Highways for EV (NHEV)

1. He described the HSRP discussion as both a personal and institutional wake-up call in the context of India's transition toward digital mobility and free-flow tolling systems.	9. He confirmed that the pilot will be jointly conducted by NHEV, ITS India Forum, and Ease of Doing Business ecosystem partners.
2. He highlighted that states such as Kerala, Tamil Nadu, Jharkhand, and West Bengal have not initiated large-scale HSRP conversion for pre-2019 vehicles, creating a major foundational gap.	10. He proposed Hamsapur Wayside Amenities as the first pilot deployment location for scalable national replication.
3. He emphasised that without verified vehicle identity, digital enforcement, tolling, parking, and emergency response systems cannot function reliably.	11. He clarified that the pilot will leverage V2X-enabled and SIM card-connected vehicles for real-time communication and highway intelligence dissemination.
4. He raised national security concerns linked to unverified number plates and outdated vehicle ownership records.	12. He invited OEMs, fleet operators, charging operators, and technology companies to participate in the pilot framework.
5. He confirmed that HSRP and verified vehicle identity will now be formally included within the Working Group agenda and recommendations.	13. He proposed formal recommendations for upgrading Wayside Amenities and Toll Plazas into integrated physical and digital infrastructure hubs.
6. He announced five major proposal areas for structured participation, industry contribution, and voting.	14. He pointed out that current WSA guidelines mandate only basic amenities and do not account for digital infrastructure readiness.
7. He requested all participating	15. He announced the intent to engage

organisations to finalise nominations by the 26th of the month, with selected members expected to remain engaged through at least one complete pilot and reform cycle.	National Highways Logistics Management Limited for inclusion of mandatory digital infrastructure provisions in future WSA standards.
8. He introduced the Early Alert Connected Vehicle Pilot for real-time highway notifications including accident alerts, congestion warnings, diversions, pollution-based movement restrictions, and enforcement advisories.	16. He concluded by reaffirming that pilot outcomes, commercial prototyping results, and structured recommendations will be documented and formally announced by the end of the month.

Annexure 10:

Conclusion and Way Forward

The 8th Working Group Meeting concluded with a strong consensus on accelerating the development and deployment of AI-enabled mobility pilots under the India AI framework. It was collectively agreed that the successful pilots identified across various locations will be further prototyped and demonstrated in collaboration with NHEV India, forming a key showcase under the mobility track of the **INDIA AI Impact Summit | February 2026**. The group emphasised that by this time, all working groups must be aligned and positioned to conclude their respective workstreams, ensuring convergence of outcomes into scalable, real-world applications. This coordinated effort will enable the presentation of validated, field-tested solutions at the Summit, reflecting India’s progress in AI-driven mobility and intelligent infrastructure.