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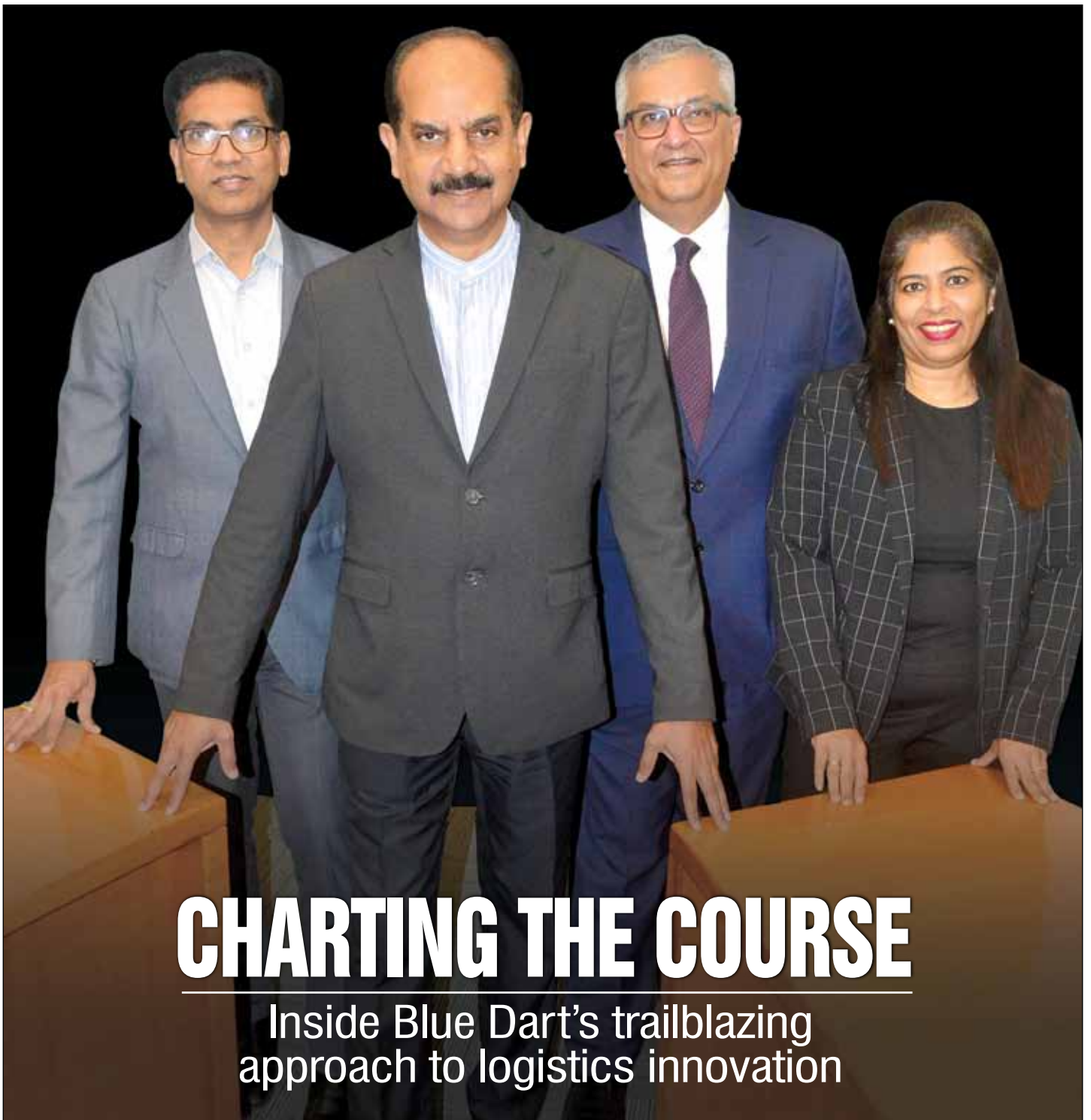
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Multimodal logistics on way to transform itself?



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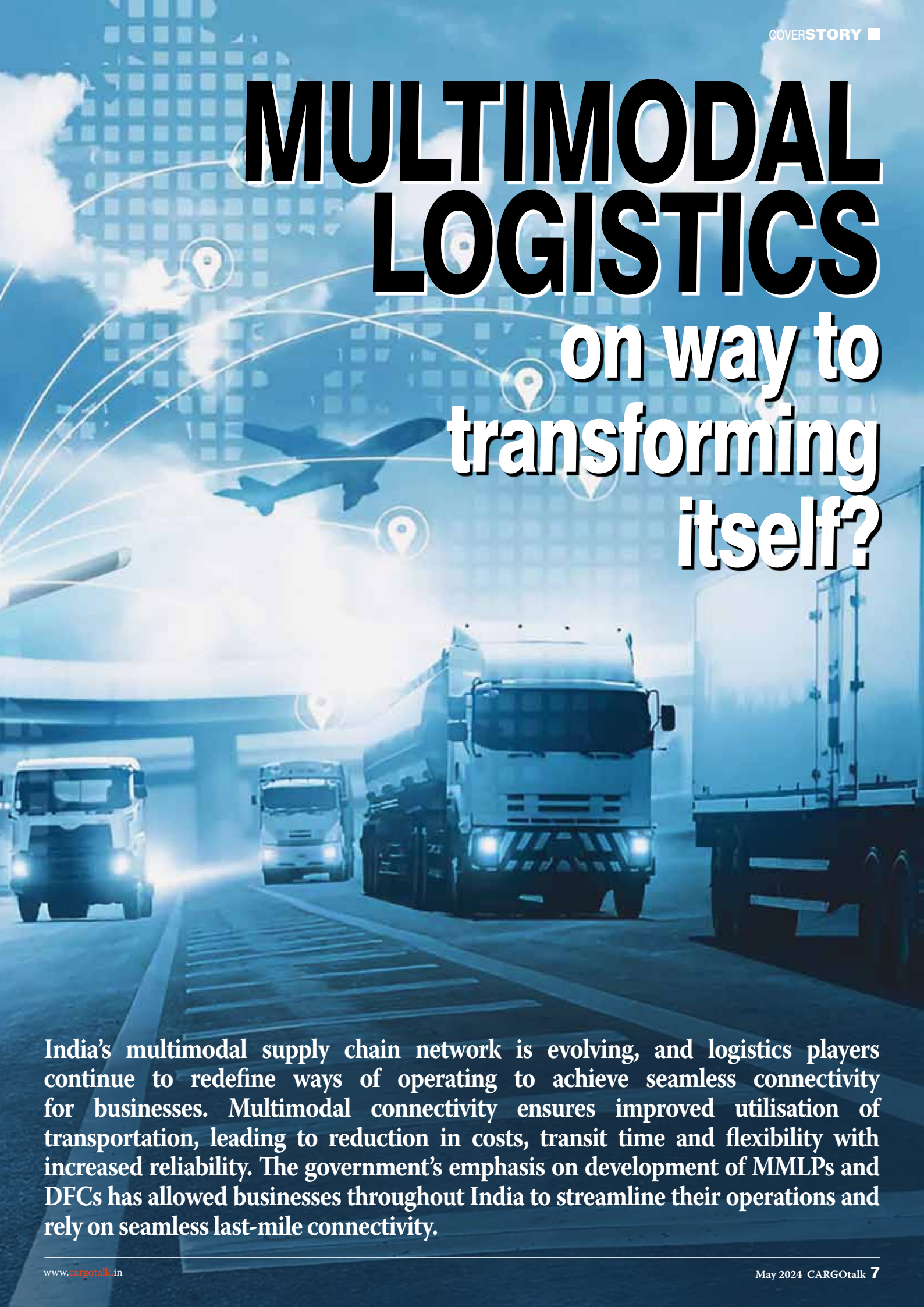
Other Divisions:





MULTIMODAL LOGISTICS

on way to transforming itself?



India's multimodal supply chain network is evolving, and logistics players continue to redefine ways of operating to achieve seamless connectivity for businesses. Multimodal connectivity ensures improved utilisation of transportation, leading to reduction in costs, transit time and flexibility with increased reliability. The government's emphasis on development of MMLPs and DFCs has allowed businesses throughout India to streamline their operations and rely on seamless last-mile connectivity.



Ritika Arora Bhola

Multimodal transportation is vital to ensure rapid and uninterrupted supply chain operations. Over the years, the government has implemented several cost-effective initiatives by investing into infra and improving connectivity through different modes of transportation. Some of the govt initiatives include Make in India, Digital India, Sagarmala, DFCs and MMLPs.

Bharatmala Pariyojana has moved into its next phase, with an additional allocation

As India looks towards the future, alignment of strategies across governmental, industrial, and tech spheres will be vital in realising a seamless multimodal logistics network

aimed at linking remaining hinterlands to mainstream logistics networks, thereby enhancing road transport's reach and efficiency. Sagarmala, focusing on port connectivity, has seen the completion of 50 projects, thereby reducing TAT in ports by 20 per cent, reflecting in gross reduction of logistics costs annually. The DFCs, particularly the Eastern and Western corridors, are operational, with reports indicating a 50 per cent reduction in transit times for freight trains

and an increase in freight volume capacity.

THE STATE OF INFRASTRUCTURE

1. Rail: The completion of key DFC sections in 2024 stands as a milestone. However, integrating these with the existing network to leverage their capacity remains a challenge, alongside the need for digital upgrades for seamless operations.

2. Road: With 40,000 km of highways constructed under Bharatmala project by 2024, the focus shifts towards enhancing quality of rural and

feeder roads to improve last-mile connectivity.

3. Air: The sector has witnessed a growth spurt, with volumes likely to grow by 10 per cent in 2024, driven by modernisation of airports and introduction of direct cargo flights. But high operational costs and capacity constraints at smaller airports restrict the sector's potential.

CURRENT CHALLENGES

While India has made signifi-

cant strides, the logistics sector in this year continues to face multifaceted challenges:

Regulatory efficiency: Despite improvements, complex regulatory procedures, and a lack of cohesive policy enforcement across states create logistical inefficiencies.

Technological integration: Though adoption of AI, IoT, and Blockchain has increased, but is not yet widespread, particularly among SMEs, highlighting a digital divide.

Sustainability practices: As India commits to reducing its CO₂ footprint, the sector struggles to balance growth with environmental sustainability, emphasising the need for greener logistics solutions.

MULTIMODAL LOGISTICS IN 2024

The trajectory of India's multimodal logistics sector reflects a mixture of achievements and challenges. The government's focus on infra development and policy reforms sets a solid growth foundation. Yet, this sector's potential hinges on addressing existing operational inefficiencies, embracing digital transformation, and prioritising sustainability. As India looks towards the future, alignment of strategies across governmental, industrial, and technological spheres will be paramount in realising the vision of a seamless and efficient



multimodal logistics network. Commitment to sustainability is key to navigating complexities of this sector, propelling India towards becoming a global logistics leader. India's logistics sector is currently undergoing a transformation towards multimodal transportation.

CARGO speaks to industry experts about challenges, progress, and the future.





Efforts on to increase road link through Bharatmala

“ In recent years, the government has improved multimodal connectivity to increase efficiency. Initiatives such as Bharatmala Pariyojana, Sagarmala Programme, Make in India, and DFCs were vital in improving road, maritime, and rail infra. NHs account for 40 per cent of India’s



Sandeep Kulkarni
Chief Operating Officer,
Allcargo Gati Limited

While progress has been made in modernising facilities, improvement is needed

improvement is needed. Challenges such as fragmented infra and last-mile connectivity continue to prevent seamless freight flow. Overcoming these obstacles is critical for optimising supply chains.”

Sustainability significant for steering multimodal shortfalls

“ Trajectory of multimodal logistics sector in 2024 reflects many achievements and ongoing challenges. The government’s focus on infra development and policy reforms sets a solid foundation for growth. This sector’s potential hinges on addressing operational inefficiencies and embracing digital transformation. As India looks ahead,



Xerrxes Master
President
AMTOI

In 2024, the government aims to reduce logistical costs at 14 per cent of the GDP

In 2024, the government aims to reduce logistical costs at 14 per cent of the GDP. Projects such as the DFCs made strides yet face challenges in integration and digital upgrades.”

Investment in infrastructure reforms is paramount

“ Identifying the correct location is a key decision for us as there are multiple criteria that we must keep in mind—proximity to railway stations, connectivity to DFCs, main routes of Indian Railways, and highway connectivity. Gateway has been careful in selecting the correct locations—it is the core strategy in the logistics business. Multimodal transportation does face



Ishaan Gupta
Joint Managing Director,
Gateway Distriparks

NLP to create a single-window e-logistics market and improve competitiveness

challenges, lack of integration between various modes of transportation resulting in delays. Addressing them will need investments in infra, reforms, and policy changes. The NLP aims to create a single-window e-logistics market, reduce logistics costs, and improve India’s competitiveness in global trade. PMGS is focused on creating a multimodal logistics network.”

Focus on infra development must to reduce logistics cost

“ The logistics sector may witness a transformation. Initiatives such as PMGS and NLP are driving this progress. By focusing on infrastructure development and reducing logistics costs, India’s logistics journey is manoeuvring its way through infrastructure gaps, limited digitalisation requiring increased investment in roads, rails, and supply chain visibility. Projects such as Bharatmala, Sagarmala, Udan, and DFCs are helpful in this regard. By embracing sustainable practices such as prioritising electric vehicles and developing green infrastructure, the government can create a network that is efficient and environmentally responsible.



Nikhil Agarwal
President, CJ Darcl
Logistics Limited

Government can create an eco-efficient network by embracing sustainability

Important to develop coastal, inland waterways

“ Over the past some years, India has seen a push for multimodal connectivity. PMGS for integrated infrastructure projects, Bharatmala, Sagarmala, and DFCs have laid the groundwork. PPPs played a role in developing a network of roads, railways, warehouses, and port connectivity. This highlights the need for a shift towards coastal and inland waterways; India can take inspiration from EU’s 200-year strategy for inland waterways. India is short of ships, barges, and smaller vessels for cargo movement on waterways. Smaller vessels linking smaller ports to hubs will cut dependence on foreign transshipment, save costs and promote cargo flow.”



Kiran B. Nandre
Director, NVOCC &
Short Sea Shipping,
Rhenus Logistics India

India can take inspiration from EU’s 200-year strategy for inland waterways

PMGS, NLP to improve infra, update regulatory framework

“ Multimodal transportation emerges as cornerstone reshaping supply chains. With initiatives such as Bharatmala, Sagarmala, and development of inland waterways, India envisions a seamless convergence of rail, road, air, and water networks. By integrating these networks, logistics gain speed and cost-effectiveness, facilitating good flow across India. These efforts are bolstered by PMGS and NLP, which underscore the commitment to modernising infrastructure and streamlining regulatory frameworks. PMGS aims to enhance infrastructure connectivity across India, while NLP focuses on optimising logistics efficiency and reducing costs.”



Huned Gandhi
Managing Director,
Indian Subcontinent, Air
& Sea Logistics, Dachser
India

India seeing a seamless convergence of rail, road, air, and water network

SEZs to improve linkage, make businesses competitive

“ India launched PMGS to herald a new chapter in governance. PMGS brings 16 ministries for coordinated implementation of infrastructure connectivity. It will incorporate the schemes of various ministries and states such as Bharatmala, Sagarmala, inland waterways, dry/land ports, UDAN. The SEZs will be covered to improve linkage and make businesses competitive. Construction of highways have facilitated a seamless cargo flow from satellite towns to nearby airports.”



Sunil Kohli
Managing Director,
Rahat Cargo

Economic zones will also be covered to improve linkage, make biz competitive



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India needs more multimodal logistics networks

“ India is witnessing a surge in demand for logistics services across diverse sectors such as manufacturing, agriculture, retail, and e-commerce. This growth presents opportunities for logistics providers to cater to the needs of industries and consumers. Initiatives



Kamal R Jain
Director, Cargomem Logistics

Ongoing projects such as DFCs etc are poised to transform logistics

and development of inland waterways are poised to transform India's logistics landscape. e-commerce in India has fuelled demand for efficient last-mile delivery.”

such as Make in India, Digital India, and Sagarmala to boost manufacturing, digital infrastructure, and maritime logistics stimulate growth and develop multimodal logistics networks. Ongoing projects such as DFCs, port modernisation,

DFCs allowed businesses to rely on last-lime connectivity

“ India's multimodal supply chain network is evolving, and logistics players continue to reinvent their ways of working to achieve seamless linkage for businesses. Multimodal connectivity will enable businesses to leverage the strengths of multiple modes of transportation. Multimodal linkage ensures



Adhendru Jain
Vice President, Rail and Inland Terminals, DP World Subcontinent

Multimodal linkage will enable businesses to leverage strengths

on last-mile connectivity for their freight transportation needs. In the past two decades, DP World has built a multimodal supply chain network.”

improved utilisation of transportation infra leading to reduction in transit time. The government's stress on development of MMLPs and DFCs has allowed businesses throughout India to streamline operations and rely

Legal issues in multimodal logistics are a challenge

“ The understanding of multimodal transportation is slowly dawning on stakeholders in India, but the legal issues, acceptability and interchangeability continue to remain a challenge. It is for the government to bring about a change along with the private sector. Road transport, rail linkage, airports, seaports and facilitating



Samir J Shah
Director, JBS Group of Companies

It is for the govt to bring about a change along with the private sector

measures of state governments in setting up logistics infra is commendable. Our needs are different, funds limited, capacity of pay for services is local—efforts should be towards adequate infrastructure. Efforts to create infra have yet to be made. An umbrella ministry for logistics is a must. Stakeholders of different modes of transport must give common solutions.”

measures of state governments in setting up logistics infra is commendable. Our needs are different, funds limited, capacity of pay for services is local—efforts should be towards adequate infrastructure. Efforts to create



Addition of MMLPs to boost efficiency, reduce costs

“ Unlike Europe, India relies on road and rail transport, with waterways playing a secondary role. To enhance multimodal transportation in India, the government has recognised the role they play in boosting efficiency and reducing costs. One initiative is the creation of MMLPs at strategic locations



David Roussiere
MD, Kuehne+Nagel India, Sri Lanka & the Maldives

Under Bharatmala's second phase, 11 new MMLPs are being added

in India. Under Bharatmala's second phase, 11 new MMLPs are being added, bringing the total to 53 nationwide. By December 2023, 26,418 km have been awarded for construction with completion of 15,549 km.”

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Eastern & Western DFCs enhance rail freight efficiency

“ The government has been working on initiatives to improve multimodal transportation and connectivity in India. Some of these include Bharatmala project that aims to develop a NH network linking economic corridors and remote areas. Sagarmala focuses on port-led development by modernising ports and integrating them with inland logistics infra. The Eastern and Western DFCs were developed to enhance the efficiency of rail freight transportation. The UDAN scheme has been promoting air link affordable. Major airports are serving as cargo hubs for the growing cargo industry.”



Mohit Kapoor
Chair, Projects and Events Committee, WAI

Major airports in India are serving as cargo hubs for the growing cargo industry

by making air travel affordable. Major airports are serving as cargo hubs for the growing cargo industry.”

modernising ports and integrating them with inland logistics infra. The Eastern and Western DFCs were developed to enhance the efficiency of rail freight transportation. The UDAN scheme has been promoting air link affordable. Major airports are serving as cargo hubs for the growing cargo industry.”

Multimodal logistics to enhance India's competitiveness

“ Multimodal logistics, integrating transportation modes present opportunities for economic growth and development. However, it comes with its fair share of challenges. Multimodal transportation offers opportunities for efficiency and cost reduction by optimising routes. It enhances linkage between different regions, facilitating faster movement of goods and reducing transit times. Logistics can enhance India's competitiveness in global markets by slashing logistics costs and improving reliability. India can integrate into global supply chains, attracting investment and fostering trade partnerships.”



Sharmila H. Amin
Managing Director, South Asia India, Bertling Logistics India

India can integrate into global supply chains, attracting investment

global supply chains, attracting investment and fostering trade partnerships.”

By promoting rail freight, MMLPs can slash emissions

“ As India strides ahead with initiatives such as PMGS to fortify its multimodal logistics framework, TVS ILP stands poised to harness growth and focus on aligning a portion of future expansions alongside MMLPs. The MMLPs emerge as pivotal enablers, offering streamlined logistics and environmental benefits. By promoting rail-based freight movement and optimising transit efficiency through integrated transport models, the MMLPs hold the key to reducing emissions. Also, the rise of MMLPs has catalysed the emergence of warehouses at strategic points and enhancing connectivity for companies.”



Manikandan Ramachandran
COO, TVS ILP

The MMLPs offer streamlined logistics and environmental benefits

points and enhancing connectivity for companies.”

Modernising, expanding modes of transport essential

“ We must appreciate the government's initiatives for improving transport and linkage. Key programmes such as Bharatmala, Sagarmala, Make in India, and DFCs have paved the way for the industry's growth. There is a need for modernisation and expansion in modes of transportation. While there is potential for seamless intermodal transitions, existing infra gaps and inefficiencies pose challenges. Stakeholders need to come up with new ideas now more than ever. Being open to new tech and forming partnerships can help solve them to a certain extent.”



Mahesh Fogla
ED, Patel Integrated Logistics Limited

Existing infrastructure gaps and inefficiencies pose challenges

existing infra gaps and inefficiencies pose challenges. Stakeholders need to come up with new ideas now more than ever. Being open to new tech and forming partnerships can help solve them to a certain extent.”



CONCLUSION

In 2024, the government is aiming to enhance efficiency and reduce logistical costs, at 14 per cent of GDP, above the global average. Infrastructure projects such as the DFCs have made strides to face challenges in integration and digital upgrades. Focus on rural road quality and growth in cargo volumes signify progress, albeit with challenges such as regulatory complexities and uneven technology adoption. Looking ahead, addressing operational inefficiencies, embracing digital transformation, and prioritising sustainability is imperative. Collaborative efforts and innovation will propel India towards global logistics leadership, ensuring a seamless, efficient, and sustainable network. (With inputs from AMTOI).



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DIAL

HAZMAT: Avoid risks by complying with regulations

Ensuring 100% cargo security is of importance throughout the supply chain process. Be it dangerous goods, perishables, temperature-sensitive pharmaceutical products, luxury items and live animals—airlines, airport operators and forwarders must adhere to regulations of the authorities for ensuring 100% safety and security.



Ritika Arora Bhola

Pradeep Panicker, CEO, GMR Hyderabad International Airport, said, “Regulating dangerous goods is crucial to mitigate risks, with adherence to regulations across various modes of transport and global jurisdictions. Staying abreast of the regulatory updates poses a challenge. Preparation of documentation for each shipment is essential, detailing classification, quantities, and storage needs to avoid delays, fines, or rejections, including potential em-



Pradeep Panicker
CEO, GMR Hyderabad International Airport

bargoes by airlines. Personnel involved in handling danger-

Personnel involved in handling dangerous goods, spanning packers, warehouse staff, and drivers, must undergo specific training

ous goods, spanning packers, warehouse staff, and drivers, must undergo specific training and hold certifications to en-

sure safe management of risks. Specialised facilities tailored for storing dangerous goods are indispensable, designed to contain leaks, fires, and explosions, adhering to local and global norms, while requiring diligent maintenance. Accidents involving dangerous goods, such as spills, leaks, fires, or explosions, can precipitate severe environmental impacts.”

Sanjiv Edward, CEO, Cargo, GMR Group, said, “Regulatory norms for packaging, labelling, documentation, Emergency



Sanjiv Edward
CEO, Cargo
GMR Group

Lack of awareness of shippers regards to regulations of shipping dangerous goods results in a disruption of flow of cargo processing

Response Process Guidelines, which have been defined, are followed thoroughly. However, the lack of awareness of shippers regards to regulations of shipping dangerous goods during offloading/X-Ray scanning, which results in a disruption of flow of cargo processing, in the otherwise seamless acceptance of cargo. Deficiency of skillset amongst those involved in transportation of dangerous goods to airport cargo terminal can



Hyderabad International Airport

be detrimental to air freight. Any error in handling of such goods at any stage, possess imminent hazards to both airport personnel and cargo, if not handled cautiously.”

EFFICIENT SOLUTIONS

“A uniform global regulation and SOP can simplify this process. Best practice sharing and collaboration among stakeholders can help overcome challenges. Deploying smart warehousing systems

enables real-time monitoring of data, allowing for proactive interventions as and when required. Mandated refresher trainings ensure personnel handling dangerous goods stay updated with the latest regulations and safety norms. Regular emergency drills and simulations are essential to ensure all resources deployed are well prepared to respond effectively in emergencies. Having a well-prepared Emergency Response Plan (ERP) for

incidents involving dangerous goods is crucial, ensuring everyone knows their roles and responsibilities during emergencies,” Panicker said.

“At Delhi airport, we conduct regular training and exercises to keep cargo personnel up to date regarding the latest measures on handling dangerous goods. Additionally, DIAL follows necessary safeguards rigorously, which are important, while handling such cargo, including imparting dangerous goods training, which is certified and valid at the time of handling such goods. Ensure infrastructure and process all along the way to transport such goods—PPE for all staff handling dangerous goods, secluded area earmarked for handling, specialised transport vehicle, emergency response readiness and infrastructure thereof, environmentally friendly/green process of discharging any residue or remains of such product, while handling of such goods. At Delhi airport, we reiterate safety and regulations by displaying dangerous goods educative signage at prominent places at terminal and use technology, such as AI, to simulate handling and processing, including past data and records of any accidents/prevention with help of data science,” Edward opined.



DIAL

ENSURING CARGO SECURITY

“Delhi airport has allocated sufficient space to handle HAZMAT with specialised and certified manpower. We have invested in necessary infrastructure such as isolated locations, emergency response, chemical/smoke detectors and other timely detection infrastructure. Further, we ensure periodic certification from respective regulators to handle dangerous goods. Also, terminal operators at Delhi have global certification for warehouse operations such as ISOs and GDP among others. DIAL indulges in intermittent audits—internal and external, which are conducted for any eventuality, including drills/programmes by government agencies. We continue to invest in people and processes for safe and secure handling of dangerous goods from our airports,” Edward said.

Thomas Schürmann, Head, Cargo Operations & Delivery, Etihad Cargo, said, “We have established working instructions as documented in Etihad Cargo’s internal policies in line with all applicable regulatory frameworks. These instructions guide our handling partners on the acceptance, handling, storage, loading and unloading of cargo transported on Etihad Cargo’s aircraft, including specialised products, such as perishables, pharma, valuable cargo, and dangerous goods. Ensuring our products meet the highest global standards, Etihad Cargo’s PharmaLife, FreshForward, LiveAnimals and SkyStables products possess IATA CEIV certification.”

The carrier ensures cargo is secured from acceptance through to loading at the departure point and on arrival, from unloading through to cargo delivery to the consignee. Measures have been put in place to ensure the proper chain of custody is maintained in compliance with local and regulatory needs. Screening cargo and providing proof of screening for all shipments, protecting consignments through 24x7 CCTV monitoring, and performing random checks in a bid to ensure compliance with the established procedures.



Thomas Schürmann
Head, Cargo Operations & Delivery
Etihad Cargo

Apart from SafeGuard products, we offer priority loading and unloading of shipments at both origin and destination airports and transportation in sealed valuable cargo boxes or containers. As an extra layer of security, Etihad Cargo complies with the requirements of the Pre-Loading Advance Cargo Information requirements. This is a requirement implemented in many nations that require shipments arriving at certain destinations be pre-cleared by the required regulatory authority before uplift. Etihad Cargo complies 100 per cent with these requirements and ensures

Apart from SafeGuard products, we offer priority loading and unloading at both origin and destination airports

that any cargo not cleared is not uplifted.

These initiatives include the use of checklists to ensure safety compliance during acceptance of specific cargo products, package integrity checks during acceptance, build-up, loading and unloading and easy-to-access safety reporting tool with an interface to ensure that everyone can make a report. Once the reports are received, they are analysed in order to identify the trends and improvements to relevant working instructions. On top of these measures, we also have robust compliance monitoring programmes, which are significant to the transportation of dangerous goods.

INFRASTRUCTURE

We have just opened our latest pharma facility, made up of three rooms that can store palletised and loose temperature-controlled cargo. This facility has been certified under Etihad Cargo’s IATA CEIV Pharma certification and will be certified under the IATA CEIV Fresh certification, currently in progress. The facility can accommodate temperatures from 2°C to 25°C and has doubled our cool chain storage and handling capabilities at our Abu Dhabi hub.

PAIN POINTS

Our goal is cent per cent compliance, and this is what we achieve. Etihad Cargo focuses on safety, security, and compliance-related aspects pertaining to loading, handling, and training. To ensure its handling operations are carried out safely and comply with all rules, oversight and supplier management are vital pillars of the carrier’s operations management. This surrounds a framework, including SLAs, and defined processes and procedures, such as a comprehensive Safety Management Systems. ↴



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Shaping tomorrow's logistics landscape

Blue Dart's expansion strategy is designed to modernize last-mile logistics and expedite deliveries to SEZs, positioning us as the premier logistics provider for smart cities as part of our growth initiative. In line with this, we have recently launched a 20-hour delivery service from GIFT City to metros," says **Balfour Manuel, Managing Director, Blue Dart.**



CT Bureau

As a leader in the logistics sector, what strategies does Blue Dart employ to maintain its position as a market leader?

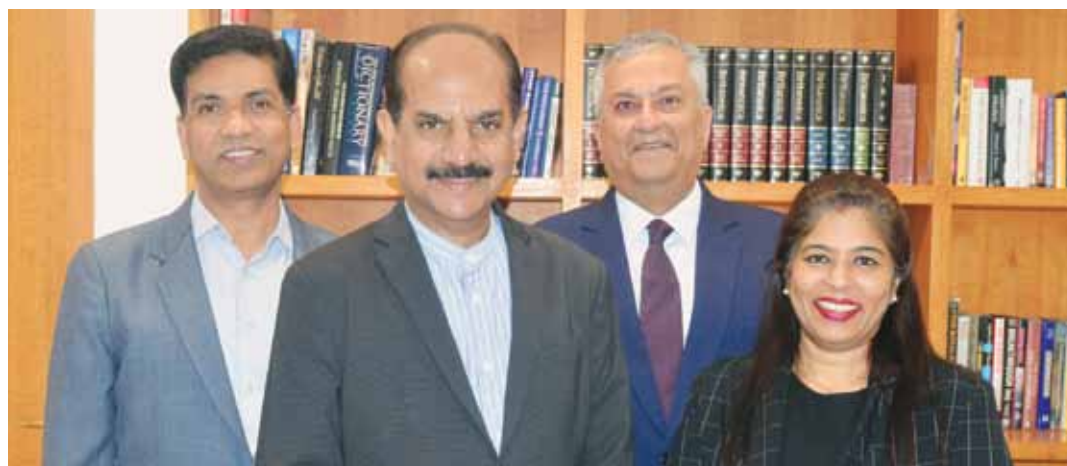
Blue Dart envisions a future defined by exceptional customer service and technologi-

term relationships. We invest in cutting-edge infrastructure and leverage advanced technologies to optimise operational efficiency, facilitating secure and reliable deliveries across our network of over 56,000 locations nationwide. From our fleet of eight Boeing aircraft providing express connectivity to our 12,000 vehicles, including 460 e-vehicles, and 2,253 fa-

processes and elevate service quality through sophisticated customer software and data analytics. Collaborating with SMEs and MSMEs strengthens our market presence and fosters economic development and inclusivity within communities. Our commitment to environmental sustainability and social responsibility is evident through

What vision do you have for the future? In your opinion, what are the megatrends that would shape it?

Blue Dart is primed to leverage emerging trends, including infrastructure development, policy shifts, and India's ascending global economic stature. Our holistic expansion strategy, encompassing both air and ground transportation, is designed to streamline last-mile logistics and accelerate deliveries to SEZs across the country. Additionally, we are strategically targeting 110 smart cities as part of our growth initiative. We anticipate improvements in connectivity, mobility, and operational efficiency driven



(From left) Rajendra Ghag, Chief Human Resources Officer, Blue Dart, Balfour Manuel, Managing Director, Blue Dart, Vikram Mansukhani, Chief of Operations, Blue Dart, and Sonia Nair, Vice President and Head, Customer Service, Blue Dart

cal prowess, recognising pivotal trends such as infrastructure development, policy shifts, and India's global economic rise that continue to shape the logistics landscape. To maintain our market leadership amid emerging challenges and opportunities, we are committed to delivering excellence, while providing sustainable business solutions. Our strategy revolves around prioritising customer-centricity, operational excellence, and technological innovation. At the heart of our approach lies an understanding of customer needs, which drives us to deliver tailored products and services, ensuring satisfaction and nurturing long-

term relationships nationwide, we guarantee swift and secure deliveries.

Furthermore, as part of the DHL Group's DHL eCommerce Solutions division, we extend our reach globally, connecting with over 220 countries and territories, leveraging the world's largest ground express and logistics network.

This seamless global integration empowers us to execute international transactions and deliveries with unmatched competitiveness. Technological innovation serves as the cornerstone of our strategy, enabling us to streamline

initiatives such as green logistics and adherence to the ESG principles. Our pursuit of operational excellence drives us to continuously refine processes and optimise resource utilisation, resulting in significant cost efficiencies throughout our operations. By maintaining steady focus on financial management and robust risk mitigation strategies, we navigate economic uncertainties and market fluctuations with resilience and agility. This dedication to financial sustainability safeguards our long-term viability and instils confidence among investors and stakeholders in our ability to deliver consistent value.

To maintain our market leadership we are committed to delivering excellence, while providing sustainable business solutions

by ambitious projects such as the Bharatmala highway, Sagarmala port development, and the Smart Cities Mission. Furthermore, ongoing policy and regulatory reforms, epitomized by initiatives like 'Make in India,' GST implementation, are poised to reshape the regulatory landscape. Successfully navigating these dynamics while upholding operational resilience will be pivotal for our future success. ↗

Embracing innovations in express logistics and last-mile delivery

By investing in technology, innovative solutions, and improving infra, Blue Dart is committed to enhancing efficiency and sustainability in its operations. With focus on operational excellence, Blue Dart is poised to unlock the full potential of its surface business, driving its growth, says **Vikram Mansukhani, Chief of Operations, Blue Dart.**



CT Bureau

How does the express logistics industry augment India's trade and supply journey?

With a commitment to growth and development, the express logistics industry enhances India's trade capabilities by facilitating seamless movement of goods domestically and globally. Amidst challenges during COVID, the sector has shown resilience and agility by adapting to evolving demands and implementing digital-first processes. This adaptability ensures timely delivery of essential goods, bolstering India's ability to respond to crises. At Blue Dart, ensuring supply chain continuity, reaffirmed our theme of 'Connecting People, Improving Lives'. Our capabilities with a solid logistics infrastructure and our core values of Reliability, Responsiveness, and Resilience makes us the trade facilitators to the country.

Blue Dart has already established its air proposition; what is the potential of your surface business?

Our surface business is a vital component of our strategy, positioned for growth. As per our commissioned report, the surface sector is experiencing remarkable expansion—double-digit YoY growth. This surge is driven by demands from industries and the preferences of customers seeking operators with national reach and superior service standards. At Blue Dart, we some-

times not only keep pace with industry momentum, but frequently lead the charge.

With a nationwide network reaching India's remotest corners, we are positioned to meet our customers' evolving needs. As transportation landscape shifts towards multimodal integration, our surface business assumes a more pivotal role. By investing in technology, innovative solutions, and improving infra, we are committed to enhancing efficiency and sustainability of our operations. With focus on operational excellence, we are poised to unlock the full potential of our surface business, driving our own growth.

With the rise of e-commerce and quick-commerce, how is Blue Dart addressing last-mile delivery challenges in urban areas?

Blue Dart remains at the forefront of addressing last-mile delivery challenges in urban areas. Leveraging cutting-edge technology and partnerships,



Vikram Mansukhani
Head, National Operations
Blue Dart

we ensure timely deliveries. Our approach revolves around convenience, and sustainability, aiming to overcome challenges posed by growth of e-commerce and quick commerce, while delivering excellence in urban logistics.

The industry augments India's trade journey, especially as the nation steers towards its centenary year in 2047. It enhances India's trade by facilitating seamless movement of goods. Leveraging its expertise in fast and reliable delivery services, the sector can help Indian businesses tap

into global markets, thereby expanding their reach. By embracing latest technology and fostering collaboration across stakeholders streamlines processes, enhances transparency, and optimises supply chain efficiency. This enables India to leverage itself as a global trade hub, attracting investments and forging partnerships.

By investing in tech, innovative solutions, and improving infra, we are committed to enhancing efficiency and sustainability of our operations

How lucrative is reverse logistics as a business, and what challenges do you face when it comes to reverse pickups?

Warehouses often have limited space to accommodate returns, requiring 20 to 30 per cent more space than forward logistics. This poses a challenge in processing returned goods. The expenses associated with reverse logistics, including transportation, processing, inspection, and redelivery, can be substantial. Blue Dart addresses the challenge of fraudulent returns by implementing well-structured return policies to mitigate the risks. Blue Dart has also pioneered technology platforms to enable return and swap on the go, including quality checks on high-value products. ✈



Technology-driven innovation for enhanced efficiency

Blockchain holds significant promise for enhancing, security, and traceability across the supply chain. Blue Dart will explore opportunities to integrate blockchain into its systems to further strengthen trust and efficiency in its operations, says **Manoj Madhavan, Chief Information Officer, Blue Dart.**



CT Bureau

How has Blue Dart leveraged technology and data analytics to enhance its operational efficiency?

Blue Dart's commitment to leveraging technology and data analytics has been pivotal in enhancing operational efficiency and customer experience throughout its history. From its inception, Blue Dart has been at the forefront of innovation within the express logistics industry, recognising the transformative potential of technology to revolutionise its operations and services.

Our adoption of state-of-the-art systems, such as violation detection for frontline management, has ensured compliance and safety and streamlined operations, fostering a safer and more productive working environment. These systems provide real-time alerts to our on-ground team, enabling swift responses to any operational challenges. Technology plays a crucial role in identifying operational and service violations, facilitating targeted training and upskilling programmes for our workforce. Platforms such as 'Blue Connect' empower employees to access resources and training materials, fostering a culture of continuous improvement and skill enhancement within the organisation.

Central to our strategy is our commitment to enhancing the customer experience. Through advanced tracking solutions and multiple channels for real-time tracking,

including our website, mobile app, SMS alerts, and customer service helpline, we ensure enhanced supply chain visibility and seamless tracking of shipments from pickup to final delivery. Proactive notifications and intuitive mobile apps enrich the customer experience, providing a user-friendly interface for tracking shipments and accessing shipment history. Additionally, our digital

Blue Dart has always been at the forefront of innovation within the express logistics industry, recognising the potential of technology

initiatives, such as Digital Pre-paid Cards and partnerships with innovative systems such as What3words for precise deliveries, underscore our dedication to leveraging cutting-edge technology for customer satisfaction. By employing technology-enabled mobility solutions for specialised pickups of product returns, we ensure quality control checks and close coordination for timely pickups, thus enhancing overall service quality and customer satisfaction.

In response to challenges such as the pandemic, we have demonstrated resilience and adaptability, ensuring the continuity of our mission-critical supply chain operations. Initiatives such as the implementation of an indigenous

network modelling system have allowed us to respond to changes in network schedules, ensuring fast and reliable network routes. Furthermore, our involvement in initiatives such as the Blue Dart Med-Express Consortium drone flights showcases our commitment to innovation and sustainability in the face of adversity.

What role will digital transformation play in shaping Blue Dart's future strategies and services?

AI and blockchain will play pivotal roles in driving innovation and efficiency within our operations. We are committed to investing in infrastructure capable of supporting AI applications, ensuring scalability and efficiency. Ethical considerations will remain paramount in AI-driven decision-making processes, with measures in place to ensure transparency, and accountability. AI's potential in logistics is profound, from route optimisation to demand forecasting and inventory management. Real-time tracking capabili-



Manoj Madhavan
Chief Information Officer
Blue Dart

ties provided by AI enhance visibility and customer satisfaction, while contributing to the sustainability efforts by optimising logistics and reducing carbon emissions.

Similarly, blockchain holds promise for enhancing security, and transparency across the supply chain. We will explore opportunities to integrate blockchain into our systems to strengthen our operations. Internet of Things and AI will play vital roles in sustainable logistics, enabling us to optimise operations and reduce waste through data analytics and real-time insights. ↴



Contd. on next page ▶



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Nurturing growth, inclusion & well-being for thriving workforce

At Blue Dart, employee well-being is paramount. Initiatives like BRACE and DBF provide financial support, while Upstairs Programme offers scholarships. Platforms like My Talent World aid in professional development & ensure a supportive environment for all employees, says **Rajendra Ghag, Chief Human Resources Officer, Blue Dart.**



CT Bureau

How has Blue Dart's approach to talent acquisition and development evolved to meet the logistics industry's changing demands?

Blue Dart's approach to talent acquisition and development has adapted to meet the evolving demands of the logistics industry. We recognise the importance of technical expertise, data-driven decision-making, and sustainability in our workforce. In the light of rapid technological advancements, we emphasise on ongoing learning and development to keep our team competitive. Our investment in training programmes, online courses, and workshops demonstrates our commitment to upskilling our employees. Platforms such as My Talent World and Blue Connect offer e-learning modules, fostering a culture of innovation and improvement among our workforces. Additionally, we are dedicated to promoting diversity and inclusion through initiatives such as Succession Planning and Empowered programmes, which cultivate women leaders and ensure diverse representation in leadership roles.

How does Blue Dart prioritise employee career growth, and what initiatives are in place to ensure a motivated workforce?

At Blue Dart, we deeply value the well-being and professional growth of our employees,

understanding that their motivation and engagement are fundamental to our company's journey. To ensure their welfare and foster career advancement, we have implemented a range of initiatives: In terms of employee well-being, we provide a comprehensive benefits package, including special leave provisions and financial support through schemes such as BRACE and DBF,

We emphasise career development through tangible initiatives such as Succession Planning and Empowered programs, designed to identify and promote talent.

helping during unforeseen circumstances. Our Upstairs Programme invests in the education and future of our employees' families by offering scholarships from Classes 6 to 12. Additionally, we offer flexible work arrangements, extended maternity leave, and insurance coverage to promote gender equality and work-life balance.

Regarding career growth, our cutting-edge learning platforms, My Talent World and Blue Connect, offer a diverse array of e-learning modules covering leadership development, empowering employees to excel in their roles. We emphasise career development

through tangible initiatives such as Succession Planning and Empowered programmes, designed to identify and promote women leaders across all levels of our organisation.

In promoting gender diversity and inclusion, we ensure that every certified batch of employees comprise 15 per cent women representation. Our Empowered Programme, a leadership development initiative, mandates 70 per cent female participation to build a talent pipeline for future readiness. Our POSH & OSHA initiatives ensure a safe workplace for all employees, covering both full-time and outsourced staff.

Presently, 17 per cent of our management positions are held by women, with a target of reaching 25 per cent by 2025. We prioritise diversity hiring, currently at 9 per cent, with a preference for women in replacements. Our annual health check-up includes breast cancer-related tests to promote women's health



Rajendra Ghag
Chief Human Resources Officer
Blue Dart

awareness, and we encourage women's participation in sports events, including football and cricket.

Our commitment to women's career progression is exemplified by our two women-led service centers, where staff have grown from courier roles to service center leadership positions. Our Career Marketplaces and LEADS provide opportunities for exploring jobs within the DHL group, adding visibility to opportunities for all employees. ↴





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New faces in TIACA bring fresh perspectives

Six new Board members bring together a wealth of knowledge and experience from across the industry. This year is critical for TIACA and having strong leadership in place is vital to the association as we continue to grow and invest in programmes that support the industry such as BlueSky, Invest in Climate Action among others.



Six new members have been appointed to serve on the Board of Directors ensuring effective representation across the industry, TIACA stated. The new Board members bring a wealth of knowledge and experience from across the industry.

The new Board members include Jannie Davel, SVP, MSC Cargo; Martin Drew, Chief Strategy and Transformation Officer, Atlas Air; Diogo Elias, SVP, Avianca Cargo; Dirk Goovaerts, CEO, Continental Europe, Middle East and Africa, Swissport International; Boon Kiam Kuah, SVP, SATS Ltd. And, Nichole Schulz, Director, Industry Affairs, UPS.

“A strong and diverse Board has proven beneficial to the transformation of TIACA over the past few years. The appointment of these new Board Members will not only ensure that we remain agile and relevant but will also provide the Board with a fresh perspective. We are excited to welcome the new Board members to the team and look forward to working with them as we continue our work in enhancing TIACA’s services and ensuring we are fully aligned with industry needs.” Steven Polmans, Chair, TIACA.

“This year is significant for TIACA. Having a strong leadership in place is vital for us as we continue to grow and invest in programmes that support the industry such as BlueSky, Invest in Climate Action and the Air Cargo Training Library,” Glyn Hughes, Director General, TIACA.



Jannie Davel
Senior Vice President
MSC Cargo



Martin Drew,
Chief Strategy and Transformation
Officer, Atlas Air



Diogo Elias
Senior Vice President
Avianca Cargo



Dirk Goovaerts
CEO, Continental Europe
ME & Africa, Swissport International



Boon Kiam Kuah
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Nichole Schulz
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BRANCHES AMRITSAR LUDHIANA PANIPAT NEW DELHI MUMBAI

11% growth in air cargo demand this March: IATA

This is the third consecutive month of double-digit year-on-year demand cargo growth. Cargo capacity, measured in available cargo tonne-kilometers, increased by 13.4% compared to February 2023 (16.0% for international operations), says **Willie Walsh, Director General, IATA**.



IATA released data for February 2024 global air cargo markets showing continuing annual growth in demand. Total demand, measured in cargo tonne-kilometers rose by 11.9 per cent compared to February 2023 levels (12.4% for international operations).

This is the third consecutive month of double-digit YoY demand cargo growth. Capacity, measured in available cargo tonne-kilometers increased by 13.4 per cent compared to February 2023 (16.0% for global operations). This was largely related to the increase in international belly capacity accompanying growth in passenger markets (29.5% year-on-year increase), which far exceeded global capacity on freighters (3.2% YoY growth).

“Growth in February’s demand of 11.9 per cent far outpaced the 0.9 per cent expansion in cross-border trade. This start for 2024 could see demand surpass the high levels of early 2022. It also shows air cargo’s strong resilience in the face of continuing political



Willie Walsh
DG, IATA

and economic uncertainties,” Willie Walsh, Director General, IATA, said.

FEBRUARY REGIONAL PERFORMANCE

- Asia-Pacific Airlines saw 11.9 per cent YoY demand growth for air cargo in February. This was a significant decrease compared to January’s 24.3 per cent YoY growth. Capacity increased by 23.1 per cent year-on-year as belly capacity came online with recovery in the passenger business.
- Middle Eastern carriers saw 20.9 per cent YoY growth in demand for air cargo in February. The Middle East–Europe market was the strongest



It shows air cargo sector’s strong resilience in the face of continuing political and economic uncertainties

performing with 39.3 per cent growth, far ahead of Middle East-Asia, which grew by 21.9 per cent YoY. February capacity increased 16.2 per cent year-on-year.

Vital factors in global operating environment

- ❖ Global cross-border trade increased by 0.9 per cent in January
- ❖ In February, the manufacturing output Purchasing Managers’ Index (PMI) climbed to 51.2, indicating expansion. The new export orders PMI also rose to 49.4, remaining slightly below the 50 threshold that would indicate growth

❖ February YoY inflation dropped to 2.8 per cent in the EU, while rising to 2.8 per cent and 3.2 per cent in Japan and the USA, respectively.

❖ After four months of deflation, China reported a 0.7 per cent increase in inflation YoY—a positive development amid concerns over China’s economic slowdown.

AIR CARGO MARKET IN DETAIL

FEBRUARY 2024 (%YEAR-ON-YEAR)	WORLD SHARE *1	CTK	ACTK	CLF (%-PT) *2	CLF (LEVEL) *3
Total Market	100%	11.9%	13.4%	-0.6%	45.1%
Africa	2.0%	22.0%	28.2%	-2.3%	45.1%
Asia Pacific	33.3%	11.9%	23.1%	-4.3%	43.2%
Europe	21.4%	14.6%	13.2%	0.7%	58.4%
Latin America	2.8%	13.7%	8.9%	1.6%	37.6%
Middle East	13.5%	20.9%	16.2%	1.8%	46.3%
North America	26.9%	4.2%	1.9%	0.9%	39.6%

(*1) % of industry CTKs in 2023 (*2) Year-on-year change in load factor (*3) Load factor level



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7.1% rise recorded by BLR Cargo in throughput

Around 439,524 metric tonnes of cargo processed at BLR Airport in FY 2024. The airport continues to be the leading airport for processing perishable cargo in India for the third consecutive year, says **Satyaki Raghunath, Chief Operating Officer, Bangalore International Airport Limited (BIAL).**



BLR Cargo recorded a total throughput of 439,524 metric tonnes in FY 2024, reflecting 7.1 per cent increase from the preceding financial year. International tonnage reached 266,186 metric tonnes, indicating a 4 per cent growth over the pre-

In FY 2024, BLR Cargo continued its growth momentum operating to 33 destinations compared to 25

vious year, while domestic tonnage experienced a 13 per cent rise, totalling 173,338 metric tonnes in comparison to the previous year.

In FY 2024, BLR Cargo continued its growth momentum operating to 33 destinations as compared to 25 destinations in FY 2023. Serving



as a vital gateway, BLR Cargo facilitated exports to top global destinations with growth in export commodities such as perishables, machinery parts, and pharma products. The top five destinations for exports include Leipzig/Halle, Cologne Bonn, Chicago O'Hare, Dubai, and Singapore Changi.

“Our position as the No.1 Airport for processing perishable cargo for the third consecutive year highlights our steadfast commitment to advancing cargo development

facilities,” Satyaki Raghunath, COO, Bangalore International Airport Limited, said.

In May 2023, BLR Airport achieved a milestone with the completion of India's most notable brownfield cargo transition. As part of this transition, the cargo terminals are now mainly managed by Menzies Aviation (Bengaluru) Pvt. Ltd., (MABPL), and WFS (Bengaluru) Pvt. Ltd. Additionally, a new domestic cargo terminal project initiated by MABPL is under progress. It will be



Satyaki Raghunath
COO, Bangalore International Airport Limited

In May last, the airport achieved milestone with completion of India's notable brownfield cargo transition

operational next year. Furthermore, Air India SATS Airport Services has undertaken the development, financing, operation, and maintenance of a new greenfield logistics park for a period of 15 years. The 370,000 sq. ft., park will feature Grade-A warehouse space with facilities such as cold storage and custom bonded warehouses. These collaborative efforts between BLR Airport and its partners are aimed at boosting operational efficiency, expanding cargo handling capacity, and supporting the growth of cargo operations.

BLR Airport remains committed to expanding its cargo handling capabilities, aiming to achieve a cargo handling capacity of around 1 million metric tonnes per annum by the end of the decade.



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Jeena & Company merges with JBS Group

Post-merger JBS Group will assume the name JBS JEENA Logistics, combining the legacies of the JBS Group and Jeena Group. The new entity will leverage the combined expertise and resources of both legacy companies, says **Sam Katgara, Partner, Jeena & Company.**



CT Bureau

Jeena & Company has announced the merger of the JBS Group based in Ahmedabad, Gujarat.

This move aims to provide logistic services, encompassing global and domestic sectors. Founded in 1957 by JB Shah, JBS Group stands as an ISO-certified, AEO group with diverse entities specialising in customs

clearance, multimodal transport operations, and IATA cargo handling.

JBS Group holds its own customs broking license, IATA accreditation, and 30 years of experience in FMC registered Bill of Lading. This addition brings an extra 95 pin codes to the existing 300 PAN-India pin codes. Post-merger J.B. Shah Logistics will assume the name JBS JEENA Logistics, combining the legacies of JBS



(L-R) Sam Katgara, Partner, Jeena Co. and Samir J Shah, Director, JBS Group

Group and Jeena Group. With this development, JBS JEENA Logistics anticipates a cent per cent projected growth, leveraging the expertise and resources of both legacy entities.

As a part of the merger, Jeena & Company will acquire the customers, team, and assets of the JBS Group and expand its Custom Clearance footprint in Gujarat. ↴

Mango shipment exported to Muscat from MOPA

MOPA has transported a consignment of mangoes weighing one tonne to Muscat, capital of Sultanate of Oman. The flight from MOPA, transporting the consignment, is a significant step in the company's global logistics commitment, says **Purushottam Singh Thakur, Business Head, MOPA.**



CT Bureau

On an impressive feat of organisation, GMR Air Cargo & Logistics-Goa (MOPA Airport) has sent its first tonne of mangoes to Muscat, Oman. Led by Purushottam Singh Thakur, Business

Head, GMR, ACL and his team, this flight marks a significant step in the company's global logistics commitment. Present at the event were Suresh Pillai Airport Manager, Oman Air Goa, Haridas, Assistant Commissioner, Goa Customs, Shrikanth Bhandarkar, Chief



Commercial Officer, GOX, Prashanth CS, Assistant General Manager, Commer-

cial, GOX, and Chandrakanth Rachakonda, Commercial Manager, GOX. ↴

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Department of Commerce

Export Import Data Bank; Export: Commodity-wise

* ITC HS Code of the Commodity is either dropped or re-allocated and the unit of the commodity may be changed from April 2023.

Dated: 29/4/2024; Values in Rs. Lacs

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
01	Live Animals.	4,098.42	0.0011	7,981.69	0.0024
02	Meat and edible meat offal.	2,627,894.67	0.7256	2,892,340.66	0.8837
03	Fish and crustaceans, molluscs and other aquatic invertebrates.	5,478,657.91	1.5128	4,700,436.48	1.4361
04	Dairy produce; birds' eggs; natural honey; edible prod. of animal origin, not elsewhere spec. or included.	489,873.43	0.1353	460,859.29	0.1408
05	Products of animal origin, not elsewhere specified or included.	209,206.35	0.0578	201,351.47	0.0615
06	Live trees and other plants; bulbs; roots and the like; cut flowers and ornamental foliage.	70,847.61	0.0196	65,752.01	0.0201
07	Edible vegetables and certain roots and tubers.	1,541,542.69	0.4257	1,451,838.32	0.4436
08	Edible fruit and nuts; peel or citrus fruit or melons.	1,164,333.34	0.3215	1,140,817.28	0.3485
09	Coffee, tea, mate and spices.	3,335,052.90	0.9209	3,367,780.41	1.0289
10	Cereals.	11,108,435.14	3.0673	8,161,378.37	2.4935
11	Products of the milling industry; malt; starches; inulin; wheat gluten.	606,563.25	0.1675	537,536.42	0.1642
12	Oil seeds and olea. fruits; misc. grains, seeds and fruit; industrial or medicinal plants; straw and fodder.	1,613,047.53	0.4454	1,605,495.66	0.4905
13	Lac; gums, resins and other vegetable saps and extracts.	863,068.23	0.2383	719,556.91	0.2198
14	Vegetable plaiting materials; vegetable products not elsewhere specified or included.	34,397.62	0.0095	32,193.80	0.0098
15	Animal or vegetable fats and oils and their cleavage products; pre. edible fats; animal or vegetable waxes.	1,658,777.36	0.4580	1,358,305.27	0.4150
16	Preparations of meat, of fish or of crustaceans, molluscs or other aquatic invertebrates.	635,649.93	0.1755	556,184.88	0.1699

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
17	Sugars and sugar confectionery.	5,075,147.57	1.4014	2,415,916.42	0.7381
18	Cocoa and cocoa preparations.	124,213.62	0.0343	137,302.11	0.0419
19	Preparations of cereals, flour, starch or milk; pastrycooks products.	590,869.48	0.1632	618,434.99	0.1889
20	Preparations of vegetables, fruit, nuts or other parts of plants.	752,540.20	0.2078	859,110.19	0.2625
21	Miscellaneous edible preparations.	1,013,106.32	0.2797	1,090,449.88	0.3332
22	Beverages, spirits and vinegar.	301,627.57	0.0833	333,763.57	0.1020
23	Residues and waste from the food industries; prepared animal fodder.	2,024,084.02	0.5589	2,115,554.28	0.6464
24	Tobacco and manufactured tobacco substitutes.	973,985.47	0.2689	1,099,851.86	0.3360
25	Salt; sulphur; earths and stone; plastering materials, lime and cement.	1,899,749.12	0.5246	1,644,964.54	0.5026
26	Ores, slag and ash.	1,754,511.59	0.4845	3,281,893.71	1.0027
27	Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes.	81,266,998.88	22.4398	67,722,753.32	20.6911
28	Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, or radi. elem. or of isotopes.	2,664,165.51	0.7356	2,383,152.90	0.7281
29	Organic chemicals.	17,154,644.00	4.7368	14,699,605.78	4.4911
30	Pharmaceutical products.	15,964,364.56	4.4082	16,467,358.82	5.0312
31	Fertilisers.	105,731.76	0.0292	95,966.15	0.0293
32	Tanning or dyeing extracts; tannins and their deri. dyes, pigments and other colouring matter; paints and var; putty and other mastics; inks.	2,652,827.84	0.7325	2,552,402.96	0.7798
33	Essential oils and resinoids; perfumery, cosmetic or toilet preparations.	1,912,498.97	0.5281	2,267,069.34	0.6926

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
34	Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring prep.	745,192.34	0.2058	747,551.38	0.2284
35	Albuminoidal substances; modified starches; glues; enzymes.	360,919.92	0.0997	282,394.79	0.0863
36	Explosives; pyrotechnic products; matches; pyrophoric alloys; certain combustible preparations.	154,694.79	0.0427	193,256.89	0.0590
37	Photographic or cinematographic goods.	9,190.48	0.0025	11,012.62	0.0034
38	Miscellaneous chemical products.	6,328,218.52	1.7474	4,943,950.69	1.5105
39	Plastic and articles thereof.	6,151,848.27	1.6987	5,511,223.24	1.6838
40	Rubber and articles thereof.	3,760,355.39	1.0383	3,415,601.18	1.0436
41	Raw hides and skins (other than furskins) and leather.	346,836.56	0.0958	337,724.38	0.1032
42	Articles of leather, saddlery and harness; travel goods, handbags and similar cont. articles of animal gut (other than silk-worm) gut.	2,109,123.06	0.5824	1,854,063.17	0.5665
43	Furskins and artificial fur, manufactures thereof.	11,869.24	0.0033	9,250.73	0.0028
44	Wood and articles of wood; wood charcoal.	509,197.19	0.1406	473,228.96	0.1446
45	Cork and articles of cork.	3,685.99	0.0010	3,998.12	0.0012
46	Manufactures of straw, of esparto or of other plaiting materials; basketware and wickerwork.	54,160.27	0.0150	51,389.40	0.0157
47	Pulp of wood or of other fibrous cellulosic material; waste and scrap of paper or paperboard.	2,966.99	0.0008	6,878.03	0.0021
48	Paper and paperboard; articles of paper pulp, of paper or of paperboard.	2,370,381.69	0.6545	1,977,523.72	0.6042

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
49	Printed books, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans.	307,482.50	0.0849	327,922.12	0.1002
50	Silk.	81,225.87	0.0224	92,105.73	0.0281
51	Wool, fine or coarse animal hair, horsehair yarn and woven fabric.	137,725.59	0.0380	125,425.25	0.0383
52	Cotton.	4,535,218.47	1.2523	5,058,527.46	1.5455
53	Other vegetable textile fibres; paper yarn and woven fabrics of paper yarn.	374,066.77	0.1033	343,175.71	0.1048
54	Man-made filaments.	1,573,111.86	0.4344	1,321,832.76	0.4039
55	Man-made staple fibres.	1,428,349.65	0.3944	1,221,459.44	0.3732
56	Wadding, felt and nonwovens; special yarns; twine, cordage, ropes and cables and articles thereof.	414,849.01	0.1146	428,101.60	0.1308
57	Carpets and other textile floor coverings.	1,470,066.52	0.4059	1,408,386.51	0.4303
58	Special woven fabrics; tufted textile fabrics; lace; tapestries; trimmings; embroidery.	278,626.21	0.0769	270,972.13	0.0828
59	Impregnated, coated, covered or laminated textile fabrics; textile articles of a kind suitable for industrial use.	312,907.66	0.0864	358,282.07	0.1095
60	Knitted or crocheted fabrics.	461,162.11	0.1273	353,223.13	0.1079
61	Articles of apparel and clothing accessories, knitted or crocheted.	6,180,735.09	1.7067	5,074,778.71	1.5505
62	Articles of apparel and clothing accessories, not knitted or crocheted.	6,826,542.89	1.8850	5,743,285.70	1.7547
63	Other made up textile articles; sets; worn clothing and worn textile articles; rags	4,536,214.76	1.2526	4,196,511.83	1.2821
64	Footwear, gaiters and the like; parts of such articles.	2,369,291.09	0.6542	1,892,858.87	0.5783
65	Headgear and parts thereof.	81,024.86	0.0224	74,044.45	0.0226
66	Umbrellas, sun umbrellas, walking-sticks, seat-sticks, whips, riding-crops and parts thereof.	3,760.42	0.0010	3,478.53	0.0011

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
67	Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair.	407,244.17	0.1125	435,074.63	0.1329
68	Articles of stone, plaster, cement, asbestos, mica or similar materials.	1,727,438.34	0.4770	1,549,179.02	0.4733
69	Ceramic products.	2,067,516.83	0.5709	2,305,164.14	0.7043
70	Glass and glassware.	840,690.16	0.2321	834,604.31	0.2550
71	Natural or cultured pearls, precious or semiprecious stones, pre. metals, clad with pre. metal and articles thereof; imit. jewelry; coin.	30,575,820.11	8.4427	25,024,731.65	7.6457
72	Iron and steel	10,691,914.45	2.9523	8,851,219.87	2.7043
73	Articles of iron or steel	7,881,360.26	2.1762	7,399,375.29	2.2607
74	Copper and articles thereof.	1,347,084.67	0.3720	1,733,983.80	0.5298
75	Nickel and articles thereof.	160,983.56	0.0445	119,793.46	0.0366
76	Aluminium and articles thereof.	7,093,097.11	1.9586	5,857,533.29	1.7896
78	Lead and articles thereof.	387,525.48	0.1070	563,093.74	0.1720
79	Zinc and articles thereof.	1,060,782.65	0.2929	562,894.92	0.1720
80	Tin and articles thereof.	9,759.44	0.0027	12,153.98	0.0037
81	Other base metals; cermet; articles thereof.	99,802.51	0.0276	78,169.51	0.0239
82	tools implements, cutlery, spoons and forks, of base metal; parts thereof of base metal.	881,538.86	0.2434	785,779.75	0.2401
83	Miscellaneous articles of base metal.	690,873.83	0.1908	657,590.70	0.2009
84	Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof.	22,097,733.30	6.1017	22,349,995.21	6.8285
85	Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts.	23,051,065.98	6.3650	25,148,179.73	7.6834

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
86	Railway or tramway locomotives, rolling-stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical	297,118.17	0.0820	240,805.31	0.0736
87	Vehicles other than railway or tramway rolling stock, and parts and accessories thereof.	17,049,188.01	4.7077	15,631,958.54	4.7760
88	Aircraft, spacecraft, and parts thereof.	1,149,829.27	0.3175	1,948,623.48	0.5954
89	Ships, boats and floating structures.	3,245,004.37	0.8960	2,964,551.68	0.9057
90	Optical, photographic cinematographic measuring, checking precision, medical or surgical inst. and apparatus parts and accessories thereof;	3,855,580.58	1.0646	3,755,580.10	1.1474
91	Clocks and watches and parts thereof.	63,096.72	0.0174	70,235.69	0.0215
92	Musical instruments; parts and accessories of such articles.	36,973.59	0.0102	35,265.99	0.0108
93	Arms and ammunition; parts and accessories thereof.	254,198.36	0.0702	229,019.09	0.0700
94	Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishing; lamps and lighting fittings not elsewhere specified or inc.	1,932,918.09	0.5337	1,810,304.15	0.5531
95	Toys, games and sports requisites; parts and accessories thereof.	416,456.45	0.1150	394,596.19	0.1206
96	Miscellaneous manufactured articles.	611,649.18	0.1689	544,088.60	0.1662
97	Works of art collectors' pieces and antiques.	108,986.65	0.0301	162,685.69	0.0497
98	Project goods; some special uses.	14,064.30	0.0039	18,310.86	0.0056
99	Miscellaneous goods.	84,176.78	0.0232	70,930.83	0.0217
	India's total exports	362,154,987.57		327,304,252.71	

Source: Ministry of Commerce and Industry

6% YoY cargo rise recorded in FY 2024 by CSMIA

Chhatrapati Shivaji Maharaj International Airport recorded a rise of 10% in international cargo volumes. While pharma, auto and farm products were the top three ferried internationally, general cargo, engineering goods, and post office mail were the top three categories of products transported domestically from Mumbai airport.



Chhatrapati Shivaji Maharaj International Airport (CSMIA) solidified its position as a premier global cargo hub during 2023-2024, witnessing a 6 per cent year-on-year increase in the overall cargo volumes, marking a significant stride in economic recovery post-COVID. This boost was driven by 10 per cent surge in global cargo volumes. These volumes managed to attain 93 per cent recovery compared to their pre-COVID levels, indicating a resurgence in global trade and logistics activities.

This fiscal year saw a 20 per cent increase in the total number of cargo air traffic movements. This achievement showcases the airport's dedication to managing the rising cargo volumes. CSMIA's cargo facility manages a diverse array of goods, with pharmaceuticals, agricultural products, and automobiles being among the primary categories. On the international scale, the top three categories transported are automobiles, pharmaceuticals, and agricultural cargo.



While this is so, the leading cargo categories exported domestically include general cargo, engineering goods, and post office mail. These categories underscore the airport's proficiency in handling a wide variety of goods.

The surge in e-commerce impacted cargo operations at CSMIA. The Diwali season noticed an 87 per cent YoY growth in e-commerce shipments. Mango exports were prominent during April to July 2023, accompanied by export of cut flowers and chocolates during the Valentine's Day. At

the same time, CSMIA handled its inaugural shipment of frozen ready-to-serve food products, such as *idli* and *vada*, using specialised va-Q-tec containers bound for Amsterdam. CSMIA's global cargo volumes comprised 56 per cent exports and 44 per cent imports. London, Frankfurt, Dubai, Chicago, and Amsterdam were the top global destinations for outgoing cargo, while Delhi, Bengaluru, Chennai, Kolkata, and Hyderabad led domestically. Top global carriers handling cargo volumes from CSMIA included Emirates, Qatar, and Cathay Pacific, along with Indigo, Vistara and Akasa Air as top domestic carriers.

To enhance infra and adopt technology, MIAL is in process of building Pre-Engineered Building Structure (PEB) to enhance its cargo handling capacity in imports. Also, CSMIA has pioneered innovations in cargo operations, introducing ACCS and Adani MIAL Air Exchange, the first of its kind in India. This system transforms processes through SOP, integrated systems, and

digitisation. Mobile apps such as AMAX and Turant enable transparent, paperless, and digital operations, eliminating physical documentation for export consignments. Integrated processes, such as

Mango exports were prominent during April to July 2023, escorted by export of cut flowers and chocolates during the Valentine's Day

e-*Airwaybill*, e-*carting order*, e-*CSD*, e-*delivery orders*, and e-*gate passes* ensure efficiency.

CSMIA spearheaded the Air Cargo Community portal in India, enhancing operational efficiency and supply chain planning. The introduction of Digital Docket Delivery (D-Cube) for import gate pass system streamlines online processing, reduces paper usage and cargo dwell time. 🚀



AFS: Enhancing efficiency & security of export cargo

CCPL has launched the country's first RA-3 accredited greenfield Air Freight Station (AFS) at Indira Gandhi International Airport to provide efficient, and cost-effective air freight services. As international trade continues to evolve, AFS will play a significant role in facilitating smooth flow of goods and driving growth in export sector.



CT Bureau

AFS CONCEPTION

Continental Carriers' Pvt. Ltd., (CCPL) founder late T.N. Vohra conceived the idea of AFS at a time when the concept of cargo handling/processing at an off-airport location was unknown in India. Although a successful model in other countries, we, in India, only dreamt about having an off-airport cargo terminal where the export cargo could be handled/processed before it gets transported to the air cargo terminal in 'ready for carriage' condition for delivery to the respective airlines.

The vision for launching India's first RA-3 accredited green field AFS is to provide an efficient and cost-effective air freight services to its customers worldwide. The company's objective through AFS is to revolutionise air cargo handling in India, lead-



Vipin Vohra
Chairman
Continental Carriers Pvt. Ltd.

ing to decreased logistics costs for companies.

LATEST INFRASTRUCTURE

All the security equipment such as ETD, X-ray machine, among others are BCAS specified for screening of the export cargo at AFS. This ensures the cargo undergoes thorough security checks by trained professionals, meeting both national and global security standards. The use of close-

bodied bonded trucks enhances the security of the cargo during transportation.

This is a critical consideration, especially for high-value or sensitive shipments, as it reduces the risk of theft or damage during transit. Its

This is a critical consideration, especially for high-value or sensitive shipments, as it reduces the risk of theft or damage during transit

compliant with international certifications, and efficient cargo handling. The CCPL conducts sustainable export cargo operations to enhance

operational efficiency. One key aspect of sustainable export cargo operations is the optimisation of logistics processes to reduce carbon emissions.

This includes load consolidation, which is one of the major activities of the AFS. Right from the acceptance of export cargo, its clearance/processing by customs and transfer of documents/details to CTOs at IGI Airport, all operations are digitalised. Collaboration with stakeholders across the supply chain is crucial for sustainable export cargo operations. By working closely with shippers, freight forwarders, and regulatory authorities, AFS can implement best practices and standards that promote sustainability throughout the export process.

FUTURE GROWTH PROSPECTS

Establishing an AFS can bring several benefits to the export cargo and logistics industry in the coming years. These are as follows:

AFS facilitates streamlined processes for handling, storing, and transferring air cargo. This efficiency can lead to quicker TAT, reducing delays in export shipments. With an AFS in place, there is a dedicated facility for handling air cargo, which can help alleviate congestion at airports and improve overall capacity for exporting goods. AFS adheres to strict security protocols, ensuring the safety of goods. AFS will serve as key hub for linking various modes of transportation, including air and road. This connectivity can enhance the overall logistics



network, making it easier to move export cargo to and from different regions of tier II and III cities. The AFS will offer value-added services such as packaging, labelling, and consolidation.

These particular services can help exporters customise their shipments, according to requirements, ultimately adding value to their offerings. By optimising processes and leveraging economies of scale, AFS can help reduce costs associated with the air freight



Enhancing EoDB

Establishing an AFS near an international airport can boost ease of doing business, enhance operational efficiency, and cut costs for several reasons:

Proximity to airport:

Having a freight station near the airport reduces transit time and logistics costs associated with transporting goods to and from the airport. This proximity streamlines the supply chain and reduces the risk of delays or damage during transportation.

Faster clearance processes:

With an AFS located near the IGIA, Customs clearance and other regulatory procedures can be expedited. This can lead to faster TAT for shipments, reducing waiting times and overall logistics costs.

Competitive advantage:

Companies located near the airport can capitalise on their proximity to offer faster de-

livery times and reliable services compared to competitors located farther away. This can enhance the company's competitive position in the market and attract more customers.

Cost savings: The consolidation of freight operations can lead to cost savings through economies of scale. Bulk handling of cargo and shared infrastructure facilities can lower costs per unit.

Facilitated trade: An AFS can serve as a hub for global trade, attracting businesses looking to expand their global reach. The availability of facilities and processes can encourage foreign investment and foster economic growth in the region.

REDUCING CARGO CONGESTION

Consolidation and distribution: The AFS will serve as consolidation point where export cargo from various shippers is brought together and prepared for shipment. By consolidating cargo at the AFS, airlines and airports can

streamline the handling process, reducing the number of individual shipments passing through terminals. This minimises congestion and improves overall efficiency.

Off-site processing: It will handle various tasks associated with cargo processing, such as documentation, labelling, packaging, and customs clearance. By performing these tasks off-site, cargo can be processed more efficiently, allowing for quicker turnaround times at airport terminals. This helps reduce congestion by minimising the time cargo spends within the terminal facilities.

Specialised handling:

AFS has specialised equipment and facilities to handle specific types of cargo—perishable goods and hazardous materials. By utilising these specialised facilities, airlines and airports can ensure that cargo is handled safely and efficiently, reducing the risk of congestion caused by delays or mishandling of sensitive shipments.

Quality certifications for AFS

RA-3: M/s CCPL has been approved as RA-3 by European Union and the United Kingdom. It is the first AFS in the country to be RA3 certified, qualified for transportation of air Cargo into the European Union (EU) and the United Kingdom (UK) directly from a third country airport (India).

C-TPAT: Customs-Trade Partnership Against Terrorism (C-TPAT) is a voluntary initiative by the United States Customs and Border Protection in partnership with the business community in order to improve supply chain and curb terrorism. It is a documented process for determining and alleviating risk throughout their international supply chain. This allows companies to be considered low risk, resulting in expedited processing of their cargo, including fewer customs examinations.

logistics. This can make exporting more affordable for businesses, potentially increasing their competitiveness in the global market. Overall, the establishment of an AFS can bring benefits to the export cargo and logistics industry by improving efficiency, increasing capacity, enhancing security, and providing value-added services. 📌

CCPL launches India's first greenfield Air Freight Station

Continental Carriers Private Limited inaugurated the first greenfield Air Freight Station (AFS) of the country near Indira Gandhi International Airport (IGIA) recently. Several government officials and air cargo and logistics industry leaders and stakeholders participated on the occasion.





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Coastal linkage must for boosting cold chain market

Surge in m-commerce has intensified inventory turnaround cycles, straining warehouse operations. To address this, we have implemented upgrades to our systems, enabling us to accommodate higher inventory throughput, while providing clients with real-time visibility into their inventory, says **Sanjay Sharma, COO, Coldman Logistics.**



Ritika Arora Bhola

Take us through the recent developments at Coldman Logistics to boost cold chain infra and logistics?

We have been on an expansion trajectory since our inception. In the past fiscal, we have added 20,000 pallets of temperature-controlled warehousing capacity across India. Our commitment to delivering excellence is reflected in our state-of-the-art facilities. Demonstrating our unwavering commitment to quality, four of our temperature-controlled warehouses underwent rigorous unannounced quality audits, achieving exceptional results. These facilities have

been awarded AA+ BRCGS certification, affirming our adherence to the highest standards in storage and distribution practices.

Tell us about infrastructure and facilities at Coldman warehouses to facilitate ease of doing business?

In the global cold chain industry landscape, advancements have been witnessed in technology, structurally as well as operationally, over the past decade. At Coldman, we are enhancing our WMS to adapt to the evolving demands of our business environment. The surge in m-commerce has intensified inventory turnaround cycles, straining our warehouse operations.



Sanjay Sharma
COO, Coldman Logistics

To address this challenge, we have implemented robust upgrades to our systems, enabling us to accommodate higher inventory throughput, while providing clients with real-time visibility into their inventory. This enhancement facilitates accurate demand planning and ensures seam-

less operations. Recognising the importance of sustainability, we are committed to reducing our reliance on conventional energy sources. Through the integration of

The evolving consumer habits are driving the industry forward, resulting in increased interest from major players and investors

solar and wind energy solutions across our facilities, we have achieved a milestone, with 50 per cent of our capacity powered by solar en-



Contd. on next page ▶

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ing logistics efficiency, and elevating overall transportation infrastructure. The large logistics hubs shall improve connectivity and make the transit times efficient thereby reducing the operating costs, which shall further benefit the industry. From a cold chain perspective, enhancing coastal connectivity is imperative. With a concentration of marine export processing units along the coastal belt, improving coastal connectivity would benefit the Ready-to-Cook/Ready-to-Eat industry. This improvement would not only expedite the reach of products but also re-

By enhancing efficiency and reducing wastage, technology-driven solutions reduce costs throughout the cold chain

sult in cost savings, making transportation economical. The government must integrate the food processing units along these centres for reducing food wastage significantly.

How crucial is the role of technology in enhancing operational efficiency and reducing costs?

Technology enables data collection, analysis, and utilisation for informed decision-making and improvement in the cold chain industry. Analysing temperature profiles, transportation routes, inventory levels, and customer demand helps identify trends and optimise resource allocation. By enhancing efficiency and reducing wastage, technology-driven solutions cut costs throughout the cold chain. For instance, improved route planning minimises fuel consumption, while advanced inventory management reduces overstocking and holding costs. While industry data on investment is hard to forecast as cold chain footprint in India is limited and hence its more of adoption of best practices. ↴

ergy. This achievement reflects our dedication to environmental stewardship and operational efficiency.

How would you rate infrastructure for cold chain movement? Is it good enough or is there room for improvement?

The cold chain infrastructure is improving rapidly in terms of quality as well as capacity. The evolving consumer habits, especially among Gen Z, are driving the industry forward, resulting in increased interest from major players and investors. One of the key challenges faced by the Indian market is its vast geography and fragmented reach, which makes it difficult to cater to all markets. Despite

this challenge, there is optimism as the government is actively addressing connectivity issues through initiatives such as the development of highways and dedicated corridors. These efforts are likely to simplify and accelerate the reach of cold chain services across India the country in the coming years.

What are the challenges in the cold chain sector? Can you suggest solutions to resolve the issue?

The lack of emphasis on quality, results in compromised infrastructure within the cold chain sector. This is the main challenge. This neglect of food safety standards frequently occurs due to various cost

pressures, which, in turn, leads to compromised supply chain processes. It is imperative for food regulatory authorities to enforce quality norms and ensure that food safety standards are upheld without compromise. Only through implementation of these standards can the integrity of the cold chain be maintained, safeguarding both consumer health and the reputation of the industry.

What would you like to say on the govt's initiatives, boosting multimodal connectivity?

The government's initiatives to boost multimodal linkage hold immense potential for driving economic growth, streamlin-



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Shaping India's future in the drone industry

PHDCCI organised Bharat Drone Manthan 2024, whose theme was 'Making India a Global Drone Hub in Amrit Kaal' on March 27 and 28. Dr. V K Singh PVSM, AVSM, YSM (Retd.) Minister of State for Civil Aviation was the chief guest. Piyush Srivastava, Senior Economic Adviser, MoCA also took part.



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DFCs, MMLPs to make country a rail freight hub

An imbalance in cargo flow requires a strategic shift towards rail-based transportation. Integration of coastal, air, rail, and road modes into multimodal solutions promises a sustainable last-mile connectivity framework ensuring optimal service delivery, says Adhendru Jain, VP, Rail and Inland Terminals, DP World Subcontinent.



Ritika Arora Bhola

How much has DP World invested in integration of technology in enhancing rail logistics efficiency?

We have partnered with India in strengthening its logistics infra by developing multimodal logistics networks in India. Today, we have a sustainable end-to-end supply chain ecosystem linking the businesses from factory floor to customer's door by investing in strategic assets. DP World Rail and Inland terminal is one of the largest private rail operators in India with seven rail-linked private freight terminals, operating 65 trains, with 14,000 container inventories, supporting movement



Adhendru Jain
Vice President, Rail and Inland Terminals, DP World Subcontinent

for all types of cargo. Our rail logistics network is embedded with advanced technology to facilitate seamless transportation of cargo across India. Our system is equipped for 100 per cent online bookings, both domestic and EXIM cargo movement. DP World Logistics is the booking platform for customers, which gives

24x7 access of rate visibility and booking options. We have integrated all operational activities with Rail Management System and Yard Management System to ensure lean processes at all our terminals. With our real-time track and trace facility, customers have 24x7 visibility of their cargo.

Tell us about the initiatives taken to promote sustainability and cut emissions?

The government introduced the 'National Rail Plan 2030' to create a future ready railway system, aimed at reforming the Indian Railways. Making it more efficient, greener, and modern, translating it into a cost-efficient, safer, and assured mode of transport to the common man, be it in passenger or freight segment. Rail

as a mode of transport is energy-efficient, emits less CO2 and consumes less energy. DP World's new rail freight services, such as SARAL service,

The government introduced the 'National Rail Plan 2030' to create a future ready railway system, aimed at reforming the Indian Railways

provide customers with 70 per cent reduction in emissions as compared to road transportation. We also launched a Carbon Emission Calculator



DP World launches 'SARAL' a first-of-its-kind dedicated rail freight service connecting Hazira to Delhi and NCR

Contd. on next page ▶

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DP World Launches New Service connecting ICD Sachana to Ahmedabad and Mundra

for customers to know CO2 emission in kg for their mode of transportation. We also launched a Carbon Emission Profile, accredited with the global Smart Freight Centre (SFC) accreditation, and uses GLEC frameworks to calculate and inform shippers and consignees about emissions for their container movements.

The introduction of ‘open access sourcing of green power’ at DP World’s two terminals in Nhava Sheva (NSIGT and NSICT) will help replace 75 per cent of conventional electricity needs with green power, leading to 50 per cent reduction in emissions. Through innovative technologies and strategic partnerships such as these, we optimise operations for a greener future and advocate for climate action to ensure a greener future for trade worldwide.

The government has introduced initiatives to boost rail logistics. What are your key expectations?

The Union Ministry of Railways’ transportation policy—under the Gati Shakti Multimodal Cargo Terminals initiative—aims to foster collaboration across transport sectors to enhance national connectivity. This initiative encourages private sector participation in establishing Gati Shakti Cargo Terminals (GCTs), with a target of 100 terminals by

FY 2025, reflecting the government’s commitment to infrastructure development.

GCT initiative can aid in decongesting existing terminals, enhancing last-mile connectivity, and attracting new cargo to railways. Apart from increased opportunities across India using GCT terminals to be closer to production and consumption hub of customers, we expect participation in financing, constructing, and operating DFCs contributing to overall logistics improvement.

What are the challenges when it comes to cargo movement via rail? Enlarge on the likely solutions?

Enhancing the efficiency and reliability of rail cargo movement is crucial for optimising logistics in India. The government’s focus on creation of DFCs and MMLPs is aimed at improving the movement of cargo via rail. The 2024-25 Interim Budget for Indian Railways included the introduction of three new DFCs that will support multimodal connectivity. This will enable PPPs to boost infra development and improve efficiency of rail freight movement.

The establishment of the GCTs coupled with MMLPs expansion will enhance accessibility across India’s key industrial hubs, facilitating seamless

cargo movement. Addressing an imbalance in cargo movement, evident in the major corridors of the North-East, requires a shift towards rail-based transportation, reducing reliance on road networks and fostering equilibrium in cargo movement dynamics.

GCT initiative can assist in decongesting existing terminals, enhancing last-mile connectivity, and attracting new cargo to railways

The integration of coastal, air, rail, and road modes into multimodal solutions promises a sustainable and efficient last-mile connectivity framework, ensuring optimal service delivery for customers nationwide.

How do you look at rail cargo operations five years hence in India? What are going to be the key megatrends?

Over the next five years, India’s rail cargo operations would be poised for a significant expansion, driven by key megatrends such as creation of DFCs, modernisation of operations, and a focus on infrastructure investment through

PPPs. The Union Ministry of Railways has allocated 2.52 lakh crore for the fiscal year 2024-25, marking a 5.8 per cent increase from the previous year’s budget.

This heightened investment, coupled with an emphasis on PPPs, will catalyse substantial advancements in rail infrastructure, capacity, efficiency, and innovation. Strengthening of operations and development of better infrastructure will be pivotal to the growth of rail cargo, with targeted investments aimed at enhancing rail networks and facilities nationwide.

Aligned with the government’s agenda, DP World’s commitment to building a robust multimodal logistics supply chain network, including upcoming Free Trade Warehousing Zone in Cochin, Greenfield terminal in Tuna Tekra and a chemical-goods warehouse in Goa signify a concerted effort towards providing innovative solutions. By prioritising last-mile connectivity and facilitating seamless EXIM movement for cargo owners, DP World contributes to the overarching goal of enhancing India’s rail cargo operations. With a trajectory shaped by public-private collaborations, improved infrastructure, and heightened connectivity, the next five years promise a transformative journey for rail freight services in India. 📈

Beginning of new chapter in air cargo



ECS Group and CMA CGM AIR CARGO have signed a partnership agreement to improve operational efficiency and service quality. We are determined to pave the way in air freight transport, offering innovative solutions, say **Adrien Thominet, Executive Chairman, ECS Group.**



CT Bureau

ECS Group will be appointed as CMA CGM AIR CARGO GSSA, commercialising air freight capacities on flights operated by CMA CGM AIR CARGO. By announcing a worldwide partnership, ECS Group and CMA CGM AIR CARGO aim to redefine industry standards in operational efficiency, service quality, and technological innovation.

They pioneered an innovative solutions and deliver a premier customer experience, while enhancing operational efficiency. With nine flights per week between Paris and China and Hong Kong, on B777 aircraft, ECS Group is committed to providing customers with transparent and efficient access to leading air transport solutions, optimising CMA CGM AIR CARGO's commercial performance and strengthening its presence in the air freight market.

“Collaborating with CMA CGM AIR CARGO represents a unique opportunity to combine ECS Group’s expertise in GSSA with CMA CGM AIR CARGO assets. Together, we are determined to pave the way in air freight transport, offering innovative solutions and operational excellence to

Together, they are determined to pave the way in air transport, offering innovative solutions

our clients worldwide,” Adrien Thominet, Executive Chairman, ECS Group, said.

Flexibility and innovation are key drivers of success in this dynamic industry. Through their augmented GSSA model, ECS will offer CMA CGM tailor-made co-



operation models, ensuring adaptability to market fluctuations and local requirements. These customised solutions will be crafted to meet the needs and challenges of CMA CGM, providing an efficient partnership experience that drives mutual growth and success. In conclusion, ECS Group and CMA CGM AIR CARGO

embark on a new chapter in air freight transport, pushing the boundaries of the industry and delivering cutting-edge solutions and unparalleled customer experiences. This partnership underscores ECS Group’s commitment to innovation and excellence in the GSSA sector, reinforcing its position as a global leader. 🚀

Kale transforms Budapest airport's air cargo operations

Kale Info Solutions' Airport Cargo Community System continues to digitalise the industry, with its latest adoption at the Budapest airport. The company's innovative system provides stakeholders with enhanced visibility and transparency, enabling the real-time tracking and monitoring of air cargo movements.



CT Bureau

Kale Logistics Solutions, specialist in providing innovative technological products for the air cargo and logistics industry, has announced its collaboration with Budapest airport to revolutionise cargo operations through the implementation of its cutting-edge Airport Cargo Community System.

The partnership between Kale Info Solutions B.V. (Kale Info), the fully owned subsidiary of Kale, and Budapest airport marks a milestone in streamlining cargo operations at one of the busiest airports of Europe. At present,

Kale's innovative ACS system provides stakeholders with enhanced visibility and transparency, enabling real-time tracking

various cargo handlers and integrators use separate Information technology (IT) systems for data collection, reporting and transmission: to the airport and the relevant authorities. This includes parallel or double data communications and opportunities open to digitalise air freight operations and processes.

Kale's innovative ACS system provides stakeholders with enhanced visibility and



transparency, enabling the real-time tracking and monitoring of cargo movements, incorporating automated regulatory compliance checks, which further streamlines operations, ensuring adherence to industry standards.

"Budapest airport aims to become the main cargo hub in the Central and Eastern European region. We are on the right track, as the dedicated development of the BUD Cargo City in recent years has provided world-class infrastructure, which, combined with excellent connectivity and a tight-knit cargo community, is attracting more and more partners," József Kossuth, Director, Cargo, Budapest airport, said.

"We are now the fastest growing airport in the region in terms of cargo volume, as we handled a record 201,306 tonnes in 2023 with a growth of 48.5 per cent increase compared to 2019. The introduction of the new ACS system adds an important innova-

tive feature to BUD's profile, further strengthening the hub function of the airport," he asserted. "The ACS will serve as a centralised platform, facilitating seamless communication and data exchange among all stakeholders involved in the cargo handling process," he added.

"We are excited to partner with the Budapest airport in introducing our ACS system, which will play a significant role in optimising air cargo operations and enhancing overall efficiency. As a leading technology provider to airports worldwide, we are proud to bring our expertise and best practices to this collaboration, ensuring the highest standards of service and innovation," said Vineet Malhotra, Co-founder and Director, Kale Logistics Solutions.

"Through this collaboration, our company aims to set new benchmarks in cargo handling and contribute to the continued growth and success of Budapest airport, as an im-

portant logistics hub in European region," he added.

The implementation of the ACS system represents a great leap forward in the commitment of Budapest airport to deliver world-class cargo services and supporting the evolving needs of its stakeholders.

Kale's ACS system is the next-generation cargo community platform from the company, which facilitates paperless operations with several enriched features to suit the present day's air cargo business requirements.

This initiative marks the first implementation of a such a comprehensive ACS system in Hungary, underscoring Kale's international leadership in this domain with successful ACS deployments across North America, India, the UAE, and Turkey. Kale has earned recognition from the United Nations for its innovative approach to trade facilitation.

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WiseCargo fuels air cargo management at AFS

Hans Infomatic is committed to ensuring the success of CCPL's Air Freight Station with its flagship software solution, 'WiseCargo'. Central to its functionality is its WMS, which serves as the backbone of efficient cargo management and provides real-time visibility, handles all operations, and control over cargo movements.



Collaboration of Hans Infomatic with Continental Carriers Group represents a milestone in the cargo industry and underscores our dedication to driving excellence in air cargo management. Serving as the technology solution provider for India's first RA-3 accredited greenfield AFS in New Delhi fills us with pride and excitement. We are committed to ensuring the success of Continental Carriers' AFS with our flagship software solution, 'WiseCargo', poised to revolutionise the cargo management practices.

Recognising the need for an efficient cargo management solution, we embarked on a journey to develop WiseCargo on latest technology platform. With three decades of experience, we understood the complexities and intricacies involved in managing air cargo operations. WiseCargo was born out of this understanding, fuelled by our commitment to delivering innovative solutions that address the needs of AFSs, air cargo terminal operators and land ports in the industry.

Central to WiseCargo's functionality is its WMS, which serves as the backbone of efficient cargo management. It handles all operations, provides real-time visibility and control over cargo movements, inventory tracking, and storage optimisation. By centralising critical data and processes, WMS enables not just AFSs, but

Recognising need for a cargo management solution, we embarked on a journey to develop WiseCargo on latest technology platform

also air cargo terminals, land ports and stakeholders to streamline their operations, reduce errors, and improve overall efficiency.

WiseCargo's another important integrated feature is Customs Bonded Trucking service, which offers secure transportation option for

cargo, replete with real-time tracking and compliance with customs regulations. This service enhances cargo security during transit and facilitates smooth logistics operations, instilling confidence in AFSs, cargo terminals, and the shippers alike. The transshipment service provided by WiseCargo enables the seamless transfer of cargo between different modes of transportation, thereby optimising logistics networks and enhancing operational efficiency. By improving connectivity and flexibility within the supply chain, this service contributes to smoother logistics processes and improved overall efficiency.

WiseCargo has features of Truck Queue Management and ULD Management, optimise ground operations at AFSs, cargo terminals and land ports. By minimising wait times, maximising resource utilisation, and streamlining cargo handling processes, these features increase efficiency and responsiveness to market demands. WiseCargo supports communication and integration with other systems through IATA

Cargo Messaging and Customs EDI Messaging. This interoperability enables data exchange with airlines, customs authorities, and stakeholders, fostering collaboration and enhancing logistics ops.

As we look towards the future, WiseCargo's potential to transform the industry remains boundless. Being pioneers in cloud-based logistics and supply chain management solutions, we envision expanding our footprint to collaborate with more AFSs, air cargo terminals and land ports. We aim to transform cargo management practices, optimise operational efficiency, and boost profitability for our clients. We would like to mention, WiseCargo is accepted at many airports as preferred partner for their Cargo Custodian's IT solutions. Our commitment to innovation drives us to enhance WiseCargo's capabilities and adapt to evolving industry needs, ensuring it remains the preferred choice for air cargo management solutions.



Parvinder Singh
Managing Director
Hans Infomatic

(The views expressed are solely of the author. The publication may or may not subscribe to the same)

DCBA felicitates its members at Annual Dinner

The Annual Dinner of Delhi Customs Brokers Association (DCBA) for 2023-24 was held in Delhi recently. About 700 DCBA members attended the event. All the guests from Customs, Custodians, PGAs were felicitated by the DCBA's Managing Committee, headed by its Puneet Jain, President, DCBA.





Industry leaders unite at GoComet Odyssey Edition 2

GoComet concluded the event in Bengaluru. The meet featured insightful discussions and strategies from significant industry leaders who focused on existing supply chain disruptions, contingency plans, and strategies in order to deal with crises, including the Red Sea chaos, Suez Canal blockades and Baltimore infrastructure collapse.



Ritika Arora Bhola

GoComet, a leading supply chain visibility platform, concluded GoComet Odyssey Edition 2 conference in Bengaluru. The event featured insightful discussions and strategies from industry leaders such as Unilever, Tolaram, Himalaya, Tata Electronics, Britannia, and MSN, aimed at thriving amid ongoing disruptions.

Gautam Prem Jain, CEO, GoComet, delivered the inaugural address. Jain engaged

the audience by tracing supply chain disruptions over the past five years, including the Red Sea chaos, Suez Canal blockades, and the Baltimore infrastructure collapse. The GoComet CEO posed a thought-provoking question, “will disruptions ever cease in the international supply chain?”

“What we once considered anomalies in the past have now become ‘business as usual,’ underscoring the need for resilient strategies in today’s dynamic environment,” he added.

Supply chain visibility is about making sure that the right data reaches the right people at the right time

Saravana Mariappan, Supply Chain Head, Tolaram, a business conglomerate, took the stage to share his fundamental strategy for disruption-proofing supply chains.

Emphasising the importance of building better visibility through technology, he shared how digitization upgrades lead to proactive exception handling in their S&OP systems, resulting in an improvement of 10 to 15 per cent, in accurately predicting stock demand.

“Supply chain visibility is about making sure that the right data reaches the right people at the right time,” Mariappan said, pointing at the advanced exception handling flows built by their respective teams.



Gautam Prem Jain
CEO, GoComet

ning: Anticipate disruptions through proactive forecasting and planning, developing contingency plans in advance
 2. Backup strategies and diversification: Diversify and explore alternative routes/transportation modes for operational diversification.

He also said that the only way to be resilient is to be proactive and aim at seeing ahead instead of reacting in the moment. Balasubramanium added, “Disruptions present opportunities to delight customers and take the lead” pointing at agile chains that are ready to pivot and deliver. The conclusion brought invaluable insights from industry leaders, from proactive digitisation strategies to cultivating a culture of foresight and adaptability, the keynotes underscored the critical importance of resilience in today’s dynamic business landscape.

Concluding the session, Jain added, “We are committed to leading the charge towards a future where resilience is not just an aspiration but a fundamental pillar of success in the supply chain industry, building a playbook that works” unveiling the thrilling news that GoComet Odyssey will return in July 2024 in New Jersey, setting the stage for continued innovation and industry excellence in the USA. 🇺🇸

Sanket Chhajed, Head of Taxation & Audit at Himalaya Wellness, joining the conversation, talked about the importance of digitization in achieving resilience profitably. Businesses must approach digitization, leveraging on the five key pillars, he emphasised. They are as follows:

- Problem identification:** Start with the problem not the solution
- Digitization of processes:** Find the best way to solve your solution with one of the many tools available
- Ecosystem readiness:** Check if your business and people are both ready to embrace change.

User Experience is key to easy change management
Re-assess data: Assess data and insights generated for tangible business value add, frequently
Roadmap for future: Align digitization efforts with long-term business goals

Chhajed concluded that though digitisation is the way to go, businesses must take time to find the right problem-solution pair to achieve resilience, profitability.

Ravi Balasubramanian, Head of Logistics, MSN Labs, also shared his insights. Emphasising on the ongoing nature of supply chain disruptions, he said the need for agility to ensure resilience. Echoing on what was shared he added the following steps to achieve resilience with better planning,
 1. Forecasting and plan-



GoComet hosts conference for better profitability

GoComet concluded its industry conference, GoComet Odyssey Edition 2, in Bengaluru recently. The event featured discussions and strategies from Unilever, Tolaram, Himalaya, Tata Electronics, Britannia, and MSN, aimed at thriving amid ongoing disruptions and providing delight of customers.



Avians rolling shutters for rapid fire containment

Double-wall insulated fire rated rolling shutters of Avians prevent rapid spread of fire and safeguard property and lives. Engineered with double-wall slats, these shutters compartmentalise fire, meeting industry standards for reliability and effectiveness in critical fire protection applications.



Avians fire-rated rolling shutters stand as a beacon of safety in industrial and commercial settings, providing reliable fire protection and thermal insulation benefits. Crafted with precision using high-grade steel, these shutters effectively contain fire and smoke, while offering enhanced energy efficiency.

The double-wall insulated construction of Avians fire rated shutters ensures robust fire containment, preventing the rapid spread of flames and safeguarding property and lives. Engineered with double-wall slats, these shut-



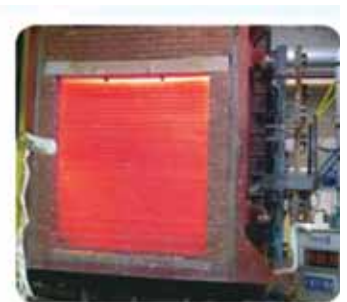
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ters compartmentalise fire effectively, meeting industry standards for reliability and effectiveness in critical fire protection applications.

Equipped with advanced safety features such as fusible links for automatic closing and integrated smoke detectors, Avians shutters facilitate safe evacuation during fire emergencies. Additionally, our certifications from reputable organisations such as Exova Warrington UK guarantee

Equipped with advanced safety features, Avians shutters facilitate safe evacuation during emergencies

adherence to international standards, ensuring peace of mind for businesses and occupants alike.

The key features of Avians fire-rated rolling shutters include motorised operation for fire containment, closure in case of fire triggered by the fusible link, and high-quality construction with galvanised steel components and Rock-wool insulation.

Customisation options allow for tailored solutions, with integration possibilities into Building Management Systems for enhanced

operational efficiency. In essence, Avians fire-rated rolling shutters offer a comprehensive safety solution, combining reliability, customisation, and adherence to industry standards in order to protect industrial and commercial premises from the threat of fire. With their advanced features and robust construction, these fire-rated rolling shutters provide businesses with the confidence and assurance they need to mitigate fire emergencies effectively. 🚒

Air cargo security vital to safeguard assets

Costly transportation, land acquisition hurdles are key challenges in warehousing sector, says **Sandeep Chadha, Founder & CEO, Warehouser**. To address these, development of MMLPs is crucial. Simplifying land acquisition procedures, involving seamless coordination between governments, can expedite infra development, he adds.



Ritika Arora Bhola

How do you see the Indian warehousing and logistics sector in the near future?

Our vision is to contribute to the growth of the warehousing industry by expanding our presence. Currently, the logistics sector in India is growing at a rate of 40 to 42 million square feet annually. We anticipate this figure to reach about 60 million square feet in the next three to four years. Out of this growth, we aim to capture 10 to 15 per cent. With



Sandeep Chadha
Founder & CEO, Warehouser

this expansion, we aim to address the shortage of Grade-A warehousing space in India, optimising space utilisation and reducing costs. As ware-

housing evolves into a strategic hub, we foresee it catering to consumers and playing a vital role for manufacturing organisations, FMCG companies, and e-commerce players.

Will huge investment to build MMLPs will streamline growth. How much emphasis is put on improving multimodal connectivity?

Initiatives such as NLP, PMGS, and Make in India are pivotal in fostering development and streamlining growth in the sector. By integrating various modes of transporta-

Initiatives such as National Logistics Policy, PMGS, and Make in India are pivotal in fostering development and streamlining growth in the sector

tion through MMLPs, these initiatives aim to enhance efficiency and reduce logistics costs, aligning with global trends where logistics expenditure is lower as a percent-





age of the GDP. Emphasis on improving multimodal connectivity will bolster these efforts, enabling rapid cost-effective logistics operations across India.

How vital is cargo security in the sector? What kind of initiatives have been taken?

Cargo security is paramount to safeguard assets and maintain operational integrity. Our approach involves implementing comprehensive security measures such as satellite monitoring, CCTV surveillance, robust boundary walls with electric wires, RFID technology, and boom barriers. Warehouse adheres strictly to all these protocols. Cargo theft in India accounts for 2 to 4 per cent of overall losses across the industry. In order to avoid revenue loss, it is crucial to implement stringent security measures. Both government bodies and private players are involved in ensuring compliance with well-defined security policies to protect assets within logistics parks and warehouses.

What are the challenges in the warehousing sector?

Several challenges persist in the sector, such as expensive transportation, land acquisition hurdles, and complex approval processes. To address

transportation costs, the development of MMLPs is crucial. Simplifying land acquisition procedures, involving seamless coordination between

Cargo theft accounts for 2 to 4% of overall losses in the industry, so it is important to implement security measures

state and central governments, can expedite infrastructure development. Streamlining approval processes through a single-window clearance system would enhance efficiency and attract investment.

What is crucial to your mind to succeed in the coming years?

Determination is paramount for success in the coming years. Maintaining a focus on our goals, particularly in reducing overall logistics costs in India, is essential. By taking steps in the right direction, we anticipate tangible results

that will drive growth and sustainability in the warehousing sector.

Share your upcoming projects and growth strategies?

We are focused on developing 9 million square feet of warehousing space over the next three to five years. These projects span across eight logistic parks located in Chennai, Bangalore, Hosur, and Madurai. Our growth strategy emphasises collaboration with institutions and authorities to ensure seamless integration and advancement of logistics infrastructure in India.

How important is collaboration in today's times to boost growth?

Collaboration is indispensable for fostering growth in today's dynamic landscape. By partnering with authorities, industry peers, and institutions, we can synergize efforts towards accelerated growth. Given the industry's multi-faceted nature, collaboration facilitates the exchange of ideas, resources, and expertise, propelling us towards collective success. ↴



Air India, BIAL join hands to boost air link from South India

The agreement marks a significant milestone in the Indian aviation industry. Air India (along with other Tata Group airlines—AIX and Vistara) and Bangalore International Airport Limited will collaborate to enhance international connectivity and operational efficiency.

CT Bureau

Air India and Bangalore International Airport Limited (BIAL) have entered into an agreement to develop Bengaluru as a premier aviation hub in Southern India. The aim is to boost air connectivity to and from India over the next few years. As part of this initiative, Air

As part of the initiative to boost air linkage to and from India, Air India has signed an MoU with the Govt of Karnataka

India has signed a MoU with the Government of Karnataka to establish comprehensive maintenance, repair, and overhaul (MRO) facilities at the BLR airport. This underscores Air India's commitment to strengthen its presence in Bengaluru and over the time,



expand its international footprint to meet the growing demands for direct long-haul routes originating from Southern part of India. This partnership will stimulate the MRO ecosystem and is projected to generate 1,200 new job opportunities for highly skilled individuals in the state.

Air India (along with other Tata Group airlines – AIX and Vistara) and BIAL will collaborate to enhance international linkage and operational

efficiency over the next five years. This includes strengthening the group's presence at Kempegowda International Airport, Bengaluru (KIAB or BLR airport) through an enhanced network and establishing a dedicated domestic lounge for premium and frequent travellers of Tata Group airlines the Air India and Vistara.

“Airline-airport synergy is key to elevated customer experience, while Bengaluru

is attractive as an origin and destination market and a connecting hub. We are delighted to strengthen our ties with BIAL to develop a presence at the airport, expanding air linkage and building a major MRO center. This pact is a milestone in the transformation of Air India,” Campbell Wilson, MD & CEO, Air India, said.

“BLR Airport is dedicated to fortify its position as the global gateway in Southern and Central India. This collaboration aligns perfectly with the Union Civil Aviation Ministry's vision of developing the airports as hubs, reflecting our commitment to enhancing the passenger experience. Given that over half of the global outbound travellers from Bengaluru and our catchment head to Europe, North America, Australia, and the Far East, our alliance with Air India represents a leap towards this goal. We aim to capture a significant share of long-haul routes from BLR Airport over the next five years,” Hari Marar, MD and CEO, BIAL, said.



Students take part in Softlink Global's LogiTHON

Softlink Global held 'LogiTHON 2024', a hackathon aimed at transforming logistics industry through technology and creativity recently. More than 1,500 students from as many as 250 colleges registered for the event, showcasing the growing interest in taking the industry forward.



Redefining logistics with innovation and growth

CJ DARCL's technological integration is driving force for efficiency and optimisation in logistics operations. The firm's technology-driven strategy, including acquiring a 'cloud-native' TMS, has transformed FTL operations easing the process related to order booking, planning, allocation, loading supervision, and shipment tracking.

The logistics industry has been at the forefront of India's road to development. With a mix of cutting-edge technology, advancements in intralogistics, automation of warehouses, and transport management, the industry is all set to spearhead the market, ushering in a new era of efficiency and innovation. The industry has been witnessing continuous support from the government with respect to the policies and regulations rolled out recently.

The industry has been witnessing continuous support from the govt with respect to policies and regulations rolled out recently

Policies such as NLP, PMGS, Bharatmala, Sagarmala, directed towards the growth of verticals such as multimodal transportation, better port and road linkage, effective infrastructure thus reducing the overall logistics costs and enhance effectivity.

While the future of logistics looks bright, the logistics companies are gearing up to meet the needs of the dynamic logistics environment and the changing customer needs thereby implementing a series of initiatives, following megatrends to keep itself up in the market. As a symbol of this industry evolution, over the past few years CJ DARCL has transformed into a multi-

dimensional logistics provider. It is reputed for rendering tailor-made solutions in logistics, which businesses depict convenience in their supply chains. With 180 local branches, over 4,000 employees, and

cess related to order booking, planning, allocation, loading supervision, shipment tracking, and ticketing management. Additionally, having other technologies such as Enterprise Resource Planning

porting and reducing emission as per the targets. CJ DARCL is also exploring alternative fuels for cargo delivery, as well as strengthening its fleet by collaborating with major players in the market, pushing the



a diversified marketshare, CJ DARCL has undoubtedly become a leader in the FTL market, serving sectors such as FMCG, retail and pharma among others.

As the sector is undergoing a wave of innovations, automation, data-driven logistics solutions, and AI are being adopted to enhance operational efficiency and transparency. Implementation of technologies such as RFID, GPS tracking, IoT devices, warehouse automation, and predictive analysis across various verticals. CJ DARCL's commitment to tech integration has been a driving force, leading to efficiency and optimisation in logistics operations. The company's tech-driven strategy, including acquiring a 'cloud-native' Transport Management System (TMS), has transformed FTL operations. This has eased the pro-

(ERP) system and Warehouse Management System (WMS), amplifies the company's efforts to always lead in adopting the latest technology.

CJ DARCL has prioritised road safety by equipping their vehicles with AI-enabled dashcams to its vehicle fleet. These dashcams enhance fleet safety, monitor driver behaviour, and furnish data for efficient fleet management. This emphasis on innovation has elevated operational efficiency and strengthened relationships with customers and vendors.

India's aspirations of a cleaner world are reflected in strategic baselines adopted by CJ DARCL Logistics, wherein the company prefer to adopt an ecologically sustainable approach. The company has already developed its interim decarbonization strategy for data collection, emission re-

boundaries of innovation with a pilot programme for electric vehicles (EVs). These initiatives not only demonstrate CJ DARCL's dedication to a greener logistics sector but also solidify its position as a leader in environmentally responsible practices.



Nikhil Agarwal
President
CJ Darcl Logistics Ltd.

(The views expressed are solely of the author. The publication may or may not subscribe to the same)

Electro-hydraulic dock levelers for operations

Dock levelers offered by Gandhi Automations are designed as per EN 1398 standard for the most demanding loading and unloading operations. They ensure loading and unloading with lesser effort and minimal cost. It is possible to load and unload your products in a safe way and in the process and save energy.



CT Bureau

Gandhi Automations introduces electro-hydraulic dock levelers, which are 'a bridge for connecting a vehicle' and facilitate smooth, and safe transition by compensating the difference in heights between the loading bay and the vehicle. This results in minimising energy use and savings on heating and chilling costs that lead to maintenance of the quality of the goods.

EFFICIENT LOADING & UNLOADING

The cost of loading and unloading can be calculated precisely and is exactly definable, which allows for a scientific approach. Gandhi Automations has always designed solutions based on scientific approach and feedback from clients.

It is possible to load and unload your products in a safe way and in the process and

obtain save energy. The dock leveler remains with the loading bay in rest position and the sectional overhead door is closed until the vehicle is in position. The driver drives back, turning to the dock shelter, and stops the vehicle the moment it gets in contact with the bumpers.

The sectional overhead door is opened once the vehicle is in position, applies brakes, and the engine is shut off. This eliminates the exit of hot air, intake of cold air (or the opposite in hot area and inside conditioned places) and intake of exhausting gases in the warehouse. After the sectional overhead door opens, the lip of the dock leveler connects to the truck bed for loading/unloading to take place.

At the end of the loading/unloading, the leveler is put in rest position and the sectional overhead door is closed, without moving the vehicle. The



vehicle then departs at the end of the process. Following are the two types of dock levelers.

Radius lip dock levelers: These dock levelers come in multiple sizes and capacities. They allow the dock to link connect with the truck bed, thus making it convenient to drive directly on and off with forklift trucks and the like.

Also, the self-cleaning lip-hinge system does not retain dust or dirt, which allows for a smooth operation.

Telescopic lip dock levelers: They are ideal for connecting vehicles—unable to drive near docks, i.e., sea containers, side loading railway wagons among others. These dock levelers can be supplied with a lip extending up to 1 metre.

Edge-of-dock levelers: These levelers have been developed in compliance with the latest European safety standards, EN 1398. It has a capacity of 6,000 kg and is suitable for use with all types of material handling equipment.

Forklift Roll-off Barrier Lip Dock Levelers: This product adds run-off protection, preventing accidental forklift roll-off when the overhead door is open and no trailer is stationed at the dock. These dock levelers are built to provide the benefits of the hydraulic dock leveler, along with the additional benefits of providing a formidable barrier. 🏹



Movements

ALLCARGO GROUP

India



Ketan Kulkarni has joined as the CGO of Allcargo Group. His work includes overseeing stakeholder value creation across business entities, including Allcargo ECU (following the proposed scheme of arrangement), Allcargo Gati.

KALE LOGISTICS SOLUTIONS

India



Zulekha has been appointed as the new Global Chief, HR (CHRO) at Kale Logistics Solutions. Having an experience of 17 years, she will be responsible for digital HR solutions and data-driven processes to innovate HR practices.

XRE CONSULTANTS

India



Atul Anand has joined as the Director, Business Strategy, XRE Consultants. With 30 years of experience in various sectors, he specialises in design and upgradation of efficient, and tech-driven end-to-end supply chains.

ALLCARGO GATI LIMITED

India



Sanjay Khiyani has joined as the Deputy Chief Information Officer, Allcargo Gati Limited. Khiyani will be responsible for budgeting, resource development and allocation, and policy formation among others, as per a company statement.

TRANSINDIA

India



Ram Walase has joined as the CEO, Transindia Real Estate Ltd. His responsibility will be to manage P&L, business growth and financial strategies for the Group. Walase brings with him 25 years of experience across various sectors.

DTDC EXPRESS

India



Abhishek Chakraborty has been elevated as DTDC Express's CEO. In his new role, he will continue to propel DTDC forward, solidifying its position as a front-runner in the logistics industry. He aims to drive substantial growth and innovation.

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