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Published from: ★ India ★ Middle East

Pages 60 | ₹50

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Imbalance in demand-supply gap impacts air cargo flow



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DDP is printed, published and edited by Sanjeet on behalf of DDP Publications Pvt. Ltd., printed at Modest Print Pack Pvt. Ltd., C-52, DDA Sheds, Okhla Industrial Area, Phase-I, New Delhi-110020 and published at 72, Todarmal Road, New Delhi - 110 001; Tel: +91 11 23234177, E-mail: cargotalk@ddppl.com, Website: www.cargotalk.in

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Cochin Economic Zone to boost multimodal connectivity

It provides value-added services, such as linking ports, to wider supply chain through multimodal connectivity. The facility supports EXIM-oriented businesses and open doors for global firms to enter India, says **Ranjit Ray, SVP, Economic Zones, Middle East, North Africa, and Indian Subcontinent, DP World.**



DP World commenced operations of the Cochin Economic Zone. Strategically located at Cochin Port premises of Val-larpadam terminal, it is Kerala's first free trade warehousing zone (FTWZ) and the third DP World Economic Zone in India. It enhances Cochin Port's capabilities as it is the first transshipment terminal in India, a preferred gateway to the South.



Ranjit Ray
Senior Vice President, Economic Zones, Middle East, North Africa, and Indian Subcontinent, DP World

This 75,000 square feet state-of-the-art facility seamlessly integrates with DP World's multimodal logistics network, facilitating efficient connections across India and international markets. In the heart of bustling port activity, it marks a significant leap in its commitment to pioneering trade solutions. With 67 value-added services seamlessly integrated, businesses gain unparalleled advantages for their supply chain operations.

“Our aim in establishing economic zones is to enhance global trade opportunities by streamlining supply chains, resulting in cost savings and seamless connectivity. Our integrated solution in Cochin provides value-added services, linking ports to the wider supply chain through multimodal connectivity. This facility will not only support EXIM-oriented businesses

but also open doors for global companies to enter the Indian market,” Ranjit Ray, Senior Vice President, Economic Zones Middle East, North Africa, and Subcontinent, DP World, said.

The facility enjoys excellent linkage through NH-66 to Mumbai, NH-544 to Salem and Coimbatore, and NH-85 to Rameswaram via Madurai. It also offers convenient rail access within the port premises, with Ernakulam Junction (South)

“It enhances the port’s capabilities as it is the first transshipment terminal in India, a preferred gateway to the South.”

and Ernakulam Town (North) railway stations, 5 to 7 km away. With Cochin airport located around 35 km from the facility, businesses operating within economic zone benefit from enhanced accessibility and connectivity.





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Global supply chain sector combats crisis amidst growth

Supply chain ecosystem is amid a storm of disruptions that may be seen as opportunities. From the Red Sea crisis to skyrocketing demand for air cargo, this paradigm shift presents challenges global packers and movers, particularly as they navigate the needs of a new wave of immigrants unlike those of the past.

In the recent years, the global supply chain has faced numerous challenges such as the dreaded COVID, geopolitical tensions, natural disasters, and labour shortages. The pandemic highlighted vulnerabilities within the supply chain, causing widespread delays and bottlenecks. Factory shutdowns, port congestions, and a surge in e-commerce demand overwhelmed logistics infrastructure, creating a domino effect that disrupted industries worldwide.

TRADE DISRUPTIONS

Geopolitical tensions have compounded these disruptions. Trade wars, sanctions, and diplomatic conflicts have

“This shift is driven by factors such as speed, reliability, and the need for agility in an uncertain environment.”

introduced uncertainty and complexity, prompting businesses to reconsider their supply chain strategies. Natural disasters, such as hurricanes, floods, and earthquakes, have also damaged transportation routes and critical infrastructure.

The Red Sea, a significant maritime corridor connecting Europe, Asia, and Africa, has become a hotspot for geopolitical and security concerns. The region's importance lies in its role as a vital trade gateway, particularly through the Suez Canal. However, in



stability has increased due to regional conflicts, piracy, and political unrest.

In response to these disruptions, shipping lines and businesses increasingly turned to air cargo as a viable alternative. This paradigm shift is driven by several factors, including speed, reliability, and the need for agility in an uncertain environment. This shift was initially seen as a temporary solution, a lifeline thrown to businesses amidst the chaos caused by port congestion and COVID-related slowdowns. But as the post-pandemic world takes shape, there are signs that things are settling back towards a new kind of status quo.

The upcoming growth in the global movers and packers' industry is a game changer. This surge is fuelled by a new wave of immigrants in

the post-COVID world. Unlike past decades, these immigrants are younger, mobile professionals with specialised skill sets, frequently relocating for work or lifestyle changes. This, in other words, creates a demand for international relocation services.

As the demand for international movers and packers grows, so does the sheer volume of relocations incentivise shipping lines to dedicate more container space to meet this need. This will drive down cargo costs, making ocean freight a viable option for global movers. But air cargo still plays a crucial role. For time-sensitive relocations or smaller shipments of essentials, air cargo remains the preferred choice.

The future of the global movers and packers' industry lies in its ability to adapt to this

dynamic landscape. By embracing innovative solutions, such as cost-effective packing options for smaller moves, and leveraging technology for streamlined processes, movers can position themselves to thrive in this era of global mobility.



Ish Chowdhry
Director and Country Manager,
Agarwal Packers and Movers, Canada

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



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EXPORTERS PREFER BELLIES OVER vessels for faster delivery



Global economic slowdown and Red Sea crisis have resulted in exporters moving towards air cargo for faster deliveries. But it seems the industry is finding it hard to tackle the issues of capacity crunch, high costs and operational efficiency. Airlines, terminal operators, ground handlers, and freight forwarders must re-work their logistics strategies and come up with solutions, investment in technology and operational efficiencies.



Ritika Arora Bhola

The ongoing geopolitical tensions such as Russia-Ukraine war, Red Sea conflict, port closures from Cyclone 'REMAL' in Bangladesh, and international recession have sent shockwaves to the global air cargo and logistics sectors. The ongoing disruptions have impacted the global trade flows and disrupted the fluidity of the international supply chains, questioning the security, and integrity of cargo transportation.

Specifically with the sea routes experiencing continuous disruptions and diversions, leading to over 15 to 20-day delays resulting in delays

This sudden increase in air cargo demand has resulted in airlines and forwarders facing capacity crunch and high fuel rates

and losses, the demand for air cargo services has escalated. Cargo towards Europe and North American cities has become more expensive as



the ships are taking a longer route—around the Cape of Good Hope. So, exporters of mainly high-end fashion brands, automotive companies and consumer durable firms are exploring newer options and moving towards air cargo as a preferred option as buyers are demanding faster delivery of goods.

Dedicated freighters or belly holds of wide-space passenger aircraft are being utilised over the decks of ships and container vessels. But this sudden increase in global air cargo demand has resulted in airlines and freight forwarders facing capacity crunch,

increased air fuel prices, and inflated air freight costs.

No doubt, air cargo is increasingly being preferred over sea cargo, particularly for high-value and time-critical shipments, but it seems the industry is finding it difficult to meet the sudden surge in demand. The airlines are veritably struggling to accommodate the increased volumes, leading to scarcity crunch for cargo, while the exporters complain about the high rates.

This imbalance between supply-demand is significantly impacting the global air cargo trade flows. Experts suggest

it is high time to make the best use of the opportunity that has occurred due to the crises and consider it as a blessing in disguise.

The airlines, terminal operators, ground handlers, freight forwarders and the like must re-work their supply chain and logistics strategies and come up with innovative solutions, investment in technology and operational efficiencies in a bid to combat the challenges. The airlines and cargo carriers may also need to adjust and reassess their flight routes in order to navigate the geopolitical challenges.





Firms turning to air cargo for supply chain continuity

“Shift from sea cargo to air cargo is the latter’s ability to offer faster transit times. Even if it involves a few transshipments, air cargo will ensure timely delivery of goods. Air cargo provides reliability and security, making it a preferred choice for high-value and time-sensitive shipments. The air cargo ability to provide better temperature-controlled transport is beneficial for perishables, ensuring they arrive in optimal condition. BLR Cargo has recorded a total throughput of 439,524 MT in 2024, reflecting 7.1 per cent in the previous year. Firms are turning to air cargo to maintain supply chain continuity.”



Satyaki Raghunath
COO
BLAL

Air cargo provides reliability and security, making it a preferred choice

Fostering resilience & sustainability in air cargo

“The current disruptions in the air cargo market encompass COVID’s impact on volumes and capacity, shifts in global trade patterns, and surge in e-commerce demand. Blue Dart seamlessly links its fleet of eight Boeing aircraft for express connectivity across India. The company’s extensive network spans 55,600 locations nationwide, ensuring accessibility and reliability. Capacity constraints, geopolitical events, labour shortages, and environmental concerns add to the complexities. Balancing these issues requires adaptability, innovation, and strategic planning. Blue Dart’s leadership and ‘people first philosophy’ support its pillars, fostering resilience, sustainability, and competitiveness in air cargo.”



Vikram Mansukhani
Chief Operations Officer,
Blue Dart Express

Balancing these issues require adaptability, innovation, and planning

Geopolitical chaos results in supply chain bottlenecks

“Airlines halted flights to conflict zones and planned detours, resulting in longer routes and reduced payload capacity. Current port congestion and the Red Sea conflict has led to ocean freight shipments being ferried in air cargo. Changes in airline networks catering to demand impact capacity. Freighters are in demand, but they are limited in numbers. Since converting pax planes into freighters is time-consuming, the rise in demand for products such as pharma in India has poor handling facilities and ground infrastructure, which has caused supply chain issues. Rising fuel, handling costs and high demand have led to increased air cargo rates.”



Prediman Koul
Executive Director &
COO, Jeena & Co.,

Rising fuel, handling costs and high demand led to more air cargo rates

Firms opt for lesser cargo loads to mitigate risks

“There has been a preference for air cargo over ocean cargo during the post some months due to Red Sea crisis, which has caused delays and increased transit time. The industry has no choice, but to bridge the gap with air freight—this has caused a capacity crunch and increased costs for air freight. Much of the overflow seen into air freight is sea shipments getting diverted by air cargo. Amidst supply chain crisis, some businesses opt for smaller shipments to manage inventory levels and mitigate risks. Freight rates have seen spiked on certain routes. With the rise in volume, ensuring operational efficiency is paramount.”



Huned Gandhi
Managing Director, Air
and Sea Logistics, Indian
Subcontinent, Dachser

With the rise in volume, ensuring operational efficiency is paramount



Due to Red Sea, airlines facing capacity crunch

“ Demand for air cargo is outpacing available capacity, creating a squeeze. This imbalance leads to difficulties in securing space, raising freight rates. When volumes are high, specific routes might face limitations due to logistical constraints. The air cargo market navigates crisis in volumes, capacity, and transportation. Congestion in cities such as Delhi and Mumbai, is coupled with high rates in Southasia due to supply-demand imbalances. Cargojet’s new China-Canada charter services aims to address rising demand. To ensure smoother ops, leveraging advanced analytics and enhanced cargo management systems is essential for predicting demand shifts and optimising capacity utilisation.”



Kunal Maheshwari
Chief Growth Officer,
Softlink Global

Congestion in Delhi and Mumbai, is coupled with high rates in South Asia

Air cargo preferred due to its speed, reliability

“ The ongoing Red Sea crisis include fluctuating air cargo volumes, limited capacity, and logistical challenges. Factors such as geopolitical tensions, fluctuating fuel prices, and labour shortages contribute to these disruptions. Despite these issues, air cargo is preferred over ocean cargo due to its speed, reliability, and better access to remote destinations. Ongoing sea trade crisis in areas such as the Red Sea and Panama Canal have caused significant delays, making the faster and more reliable air freight an attractive option for businesses needing timely delivery of products. The containers shortage has only begun with longer transit time through Cape of Good Hope.”



Satish Lakkaraju
Senior VP and Global
Head-Air freight and
Pharma, WIZ

The shipping lanes’ crisis have caused delays, making air cargo a faster option

Firms prefer air cargo to cut losses, meet deadlines

“ Air cargo is favoured for several reasons. Firstly, it offers speed and ensures that goods reach their destinations faster than sea cargo. This includes perishables, pharma, and high-tech products, where delays could result in losses. Secondly, air cargo provides reliability and security, reducing damage or theft. Crisis, such as port congestion, labour strikes, and supply chain issues, have exacerbated delays and uncertainties due to the Red Sea crisis and the Suez Canal incident. The ability to bypass such crises ensures supply chains remain intact, and firms can meet their deadlines. While sea cargo remains the dominant mode of transport, air cargo is preferred for its speed and reliability.”



Jasraj S. Chugh
Co-founder & Director,
CargoFlash Infotech

Air cargo provides reliability and security, reducing damage/theft

Contd. on next page ▶



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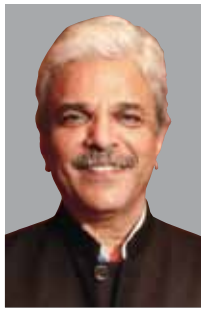
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It is time traders rework on supply chain strategies

“Red Sea chaos alone cannot be looked at in isolation. This apart, there are many geopolitical tensions that have resulted in change from sea routes to air. It is only a question of time when the problem may get solved. The trading community will have to re-work the supply chain strategies, including time frames, costs and manage it in a manner that the two modes get what is due to them. Air cargo is benefitted as large volumes are coming in, but as a mode of transportation it is more expensive than sea cargo. Air cargo does not account for large quantities, while sea accounts for very large shipments. So, the disruption is going to remain a very dynamic area and would continue for a long time.”



Samir J Shah
Director, JBS Jeena
Logistics

Air cargo is benefitted as large volumes are coming in, but as a mode it is expensive

Air cargo crisis due to demand-supply imbalance

“Due to sea trade crisis, exports are being moved to air between Asia to Europe and other routes. Main reason for air cargo demand is vessels detour around Africa resulting in delay and longer transit time. There is a huge demand for apparels and other consumer products, which needs faster connectivity. Main demand is from South Asia to Europe and quite a lot of cargo moves through Indian airports giving a boost to air cargo. Demand in e-commerce, perishables, mobile phones and pharma add to higher volumes. Disruption in air cargo is due to demand-supply imbalance. Reasons such as reduced workforce, delayed aircraft and its spares delivery delay airlines from resuming full operations.”



Dipen Lalsodagar
Deputy Director, Cargo
Sales, Global Aviation

Demand is from Southasia to Europe, and most of it moves from Indian airports

Safety of products takes priority over costs

“Majority exporters of garments, machines, engineering goods, destined to Europe, USA, Canada do not take risk by shipping their goods via Red Sea. The safety and a timely delivery of products takes precedence over high costs via air freight. The firms, industries and global economies are seeking alternative solutions to ensure continuity of trade and minimise economic fallout and hence are switching to air cargo. Diversion of tonnage from ocean cargo to air has caused an imbalance between the availability of capacity vis-à-vis an inflated demand. The inflated air tariff has resulted in getting Indian exporters’ orders pruned by buyers who look at other countries to fulfil their needs.”



Sunil Kohli
Managing Director,
Rahat Cargo

The firms are seeking other solutions to ensure continuity of trade



Contd. on next page ▶

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Build 'Grade A' warehousing facilities to boost competency

Current warehousing capacity is struggling to meet increasing demand, mainly in tier II and III cities. While highways are being developed, last-mile link to warehouses in rural areas remains a challenge. This can lead to delays in the supply chain, says **Balvinder Kumar, Founder & MD, MEX Storage Systems Pvt. Ltd.**



CT Bureau

How would you rate infrastructure for warehousing in India today? Is it good to meet the growing demand or is there room for improvement?

India's warehousing infrastructure is undergoing significant growth, driven by the booming e-commerce sector, expanding manufacturing, and government initiatives.

Investments are pouring into the sector, leading to the development of modern Grade A warehouses

The government has recognised the importance of warehousing infrastructure and launched initiatives such as the National Logistics Policy and PMGS to improve linkage

and streamline logistics processes. Investments are pouring into the sector, leading to the development of modern Grade A warehousing facilities across India. These facilities offer better storage conditions, automation capabilities, and improved efficiency. There is a growing trend towards automation in warehousing, with firms adopting technologies such as automated storage and retrieval systems (AS/RS) to enhance storage density, picking accuracy, and overall operational efficiency. Despite this, the current warehousing

capacity is still struggling to meet the increasing demand, especially in tier II and III cities. While major highways are being developed, last-mile connectivity to warehouses, especially in rural areas, continues to be a challenge.

This can lead to delays and inefficiencies in the supply chain. India's cold chain infra is underdeveloped, hindering storage and transport of temperature-sensitive goods. It is only by addressing the existing gaps can we unlock benefits such as reduced costs,





Balvinder Kumar
 Founder & Managing Director
 MEX Storage Systems Pvt. Ltd.

enhanced efficiency, and increased competitiveness.

Could you share global best strategies firms must adopt to improve efficiency and network enhancement?

We are implementing lean manufacturing principles to streamline our production processes. This will minimise waste, reduce lead times, and lead to faster delivery times for our customers. We are expanding our usage of data analytics, which will allow us to make informed decisions



about product development, inventory management, and resource allocation. We are investing in cloud-based solutions for our internal operations for enhancing collaboration, improving data accessibility, and allowing for flexibility in a remote work environment. We are fostering collaboration with our suppliers and distributors to optimise the supply chain. This will result in improved forecasting and streamlined logistics. Implementing a robust CRM system will allow us to personalise communication with customers and build stronger partnerships.

Please tell us about recent tech innovations and investments to enhance operational efficiency?

We optimise infrastructure for scalability through advanced manufacturing techniques, expanding distribution network, and investing in our people. We provide technology training and have a customer-centric approach. We focus on predictive maintenance to minimise downtime, enhanced decision-making through data-driven insights, improved supply chain visibility and management, real-time monitoring of warehouse conditions, increased production capacity and faster turnaround times, improved product quality and precision, flexibility in

custom manufacturing, sustainable practices to lower carbon footprint and energy consumption, compliance with

“These facilities offer better storage conditions, automation capabilities, and improved efficiency.”

environmental regulations and enhanced corporate social responsibility.

Take us through your exclusive products and offerings best suited for the warehousing sector?

We understand the challenges faced by the warehousing sector. From maximising storage capacity to ensuring safety and compliance, we offer a range of products and services designed to address your specific requirements.

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neered storage solutions, such as Drive-In Racking Systems and Mobile Compactor Systems, allow for maximised storage density by using every inch of space. This is perfect for warehouses dealing with large quantities of palletised goods. Slotted Angle Systems offer a cost-effective storage solution. They can be reconfigured to change inventory needs and maximise space utilisation as your business grows.

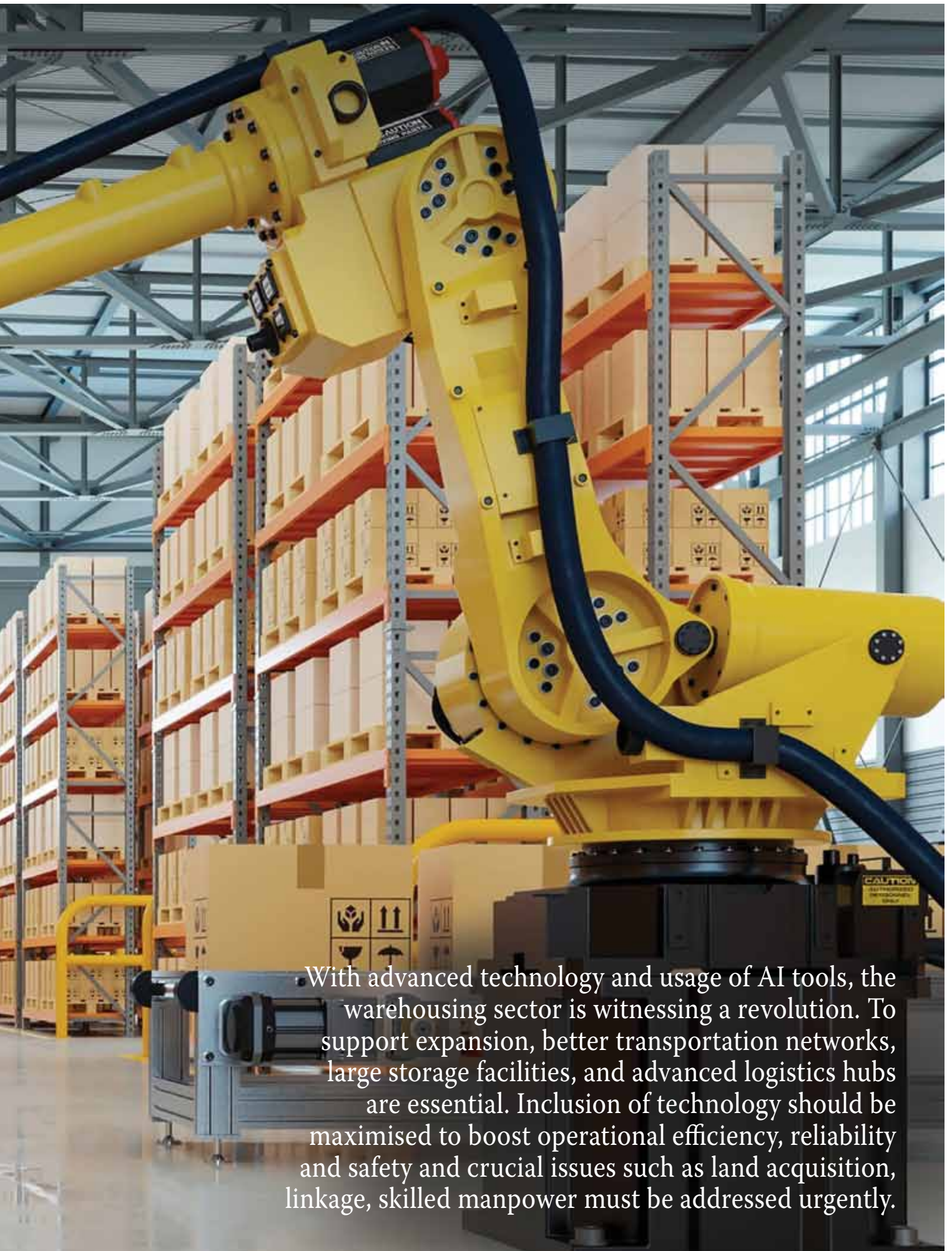
Adjustable Pallet Racking systems allows you to customise shelf heights and configurations to suit various product sizes and weights. This ensures optimal space utilisation and efficient picking processes. Seismic Compliance is made to meet the latest seismic zone regulations, ensuring the safety of your personnel and inventory. We prioritise safety by using robust materials and adhering to strict manufacturing standards. This ensures the longevity and structural integrity of our storage solutions, and minimising the risk of accidents.

FACTFILE

→ We further focus on predictive maintenance in order to minimise downtime, enhanced decision-making through data-driven insights.

WAREHOUSING is vital factor for US\$ 5 tn economy





With advanced technology and usage of AI tools, the warehousing sector is witnessing a revolution. To support expansion, better transportation networks, large storage facilities, and advanced logistics hubs are essential. Inclusion of technology should be maximised to boost operational efficiency, reliability and safety and crucial issues such as land acquisition, linkage, skilled manpower must be addressed urgently.



Ritika Arora Bhola

It seems with the development of Multimodal Logistics Parks (MMLPs), DFCs, cold storages, and commercial warehouses and fulfilment centres across India, the warehousing sector is poised for a substantial growth in the coming years. The progress being made under the government's growth initiatives such as Na-

automobiles, pharmaceuticals and dangerous goods.

According to IBEF reports, the warehousing, industrial, and logistics sectors are projected to be crucial for attaining India's vision of being a US\$5 trillion economy by FY25. The warehouse and logistics industry has benefited the most because of the growing shift from discretionary to essential

Post-COVID, deployment of advanced tech to track the shipments and provide end-to-end visibility has improved the overall operational efficiency and transformed the sector

tional Logistics Policy and PM Gati Shakti among others, and the budget allocated to develop Grade A Warehouses and MMLPs, has given the much-needed boost to the sector.

Post-COVID, deployment of advanced technologies to track the shipments and provide end-to-end visibility has not only improved the overall operational efficiency but also transformed the sector. Focus has also been laid on developing world-class infrastructure for ensuring the safety and security of products stored in a warehouse, especially chemicals, perishables,

internet buying during COVID, the e-commerce industry became appealing and attractive.

As per CREDAI and CRE Matrix reports, the industry is projected to surpass 300 million square feet by the fiscal year 2025 from the current 216 million square feet. According to JLL report, the warehousing sector has grown significantly in the past four years. Supply is primarily driven by institutional Grade A warehouses taking the total supply of warehousing in top eight cities to 381 million square feet in Q1 of 2024, projected to reach 595 million square feet by 2027.



The rising demand is driven by 3PL players as most firms find it suitable to outsource non-core logistic activities; 3PL is a significant 43 per cent in Q1 2024, outpacing all other sectors in warehousing demand. Manufacturing leases have taken centre stage post-COVID, given the advantage of faster time to operate and pre-approved status for many manufacturing industries. Sectors that have taken advantage of this are auto, FMCG,

FMCD, electronics and the like. Manufacturing leasing has seen growth of 65 per cent CAGR since COVID to reach 14 million square feet in 2023 and projected to touch 16 million square feet by 2024-end. e-commerce growth is tapering down rapidly from 3 per cent in 2023 to 1 per cent in Q1 of 2024, as smaller companies are outsourcing logistics to 3PL players and optimising white spaces in existing warehousing has been their focus, adds JLL.

Sectoral Absorption Scenario

Top 8 Cities (%of Gross Absorption, 1Q 2024)

1Q 2024 Gross Absorption: **11.4** Mn Sft

Manufacturing (3.2 Mn sq.ft)

Key Transactions of 1Q 2024

- Havells - 336, 187 sq.ft. in Jhajjar (NCR)
- Yazaki - 248,000 sq.ft. in Pune
- Skyroot Aerospace - 190,000 sq.ft. in Shamshabad

3PL/Logistics

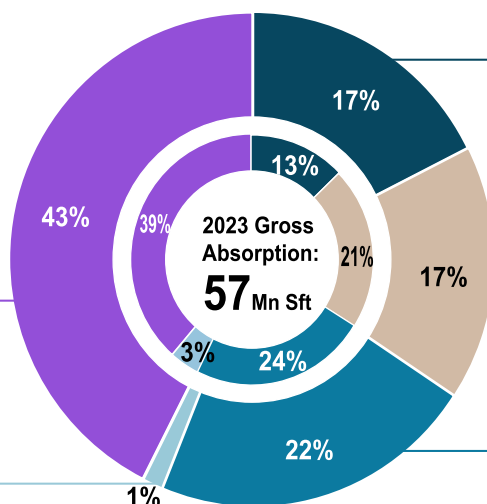
Key Transactions of 1Q 2024

- LF Logistics - 396,934 sq.ft. in NCR
- Rhenus Logisitics - 350,350 sq.ft. in Mumbai
- Toll Logistics - 314,201 sq.ft. in Mumbai

E-Commerce

Key Transactions of 1Q 2024

- Shiprocket - 110,000 sq.ft. in NCR
- Bigbasket - 10,000 sq.ft. in Hyderabad



Others

Key Transactions of 1Q 2024

- VIP Industries - 187,500 sq.ft. in Mumbai
- Airtel - 165,646 sq.ft. in Mumbai
- Nippon Points - 50,000 sq.ft. in NCR

FMCG, FMCD & Retail

Key Transactions of 1Q 2024

- Metro Brands - 319,875 sq.ft. in Mumbai
- Delhivery (Mama Earth) - 300,000 sq.ft. in NCR
- Panasonic - 55,287 sq.ft. in Chennai

Auto & Engineering

Key Transactions of 1Q 2024

- MRF - 120,000 sq.ft. in NCR
- Volvo Eicher - 70,000 sq.ft. in Hyderabad
- Aerospace - JEH - 60,000 sq.ft. in Hyderabad

Source JLL 2024

Contd. on next page ▶



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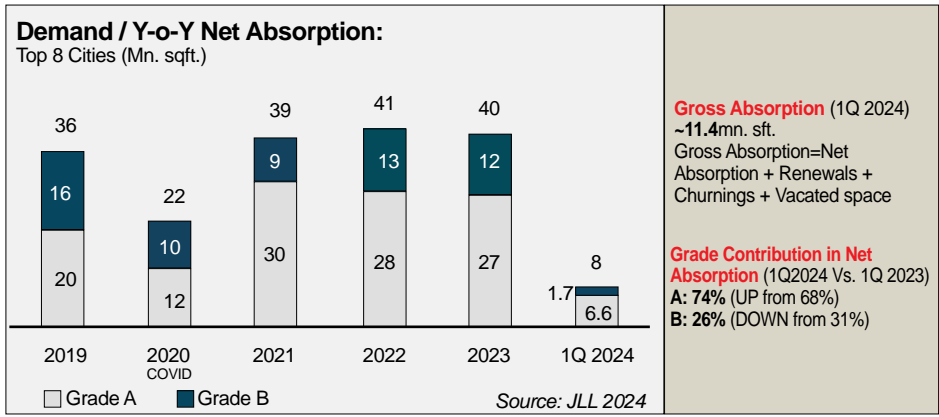
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Need for highly skilled workforce important

Surge of start-ups is one of the key growth drivers in India. Global companies manufacturing in India demand resilient supply chains to support them. The rising middle class has also contributed, leading to penetration of supply chains into tier II and III cities thereby expanding the reach and efficiency of warehousing sector. The government's focus on the development of supply chain plays a role in propelling the sector forward. To boost warehousing competitiveness, need for trained workforce is essential. Investing in indigenous tech and robotics manufacturing is necessary to lower costs and improve reliability."



Anamika Jain
CEO
AAJ Enterprises

Investing in indigenous tech and robotics is necessary to lower costs

Firms adapting technology leading e-commerce boost

"GST implementation has led to increased efficiency. Many businesses have started to consolidate their warehouses to leverage cost of operations and space. Construction of highways, ports, and airports and the like has resulted in reduced transit time, it has increased demand for warehousing facilities near transportation hubs. The other factor is the changing consumer preferences. Firms are turning to technology to improve their warehousing operations. This has led to a boom in e-commerce. The foreign investors are investing in the warehousing industry, attracted by the country's growing economy and favourable government policies."



Arif A Siddiqui
VP, WAI & Founder & CEO, Coign Consulting

Companies are turning to technology to improve their warehousing operations

Inefficient layout can often result in delays, risks

"One of the most prevalent issues is a lack of warehouse space. With the growing demand for storage, warehouses must optimise their space and manage their inventory effectively. An inefficient warehouse layout can cause operational inefficiencies, resulting in delay and a risk of errors. Organisations should plan training programmes, while working on reducing attrition. Accessing data from multiple systems consumes time and does not give real-time information and causes inefficiencies. Furthermore, warehouse management platform should provide real-time inventory visibility to stock locations and order statuses."



Ajit Jangle
Managing Director
FM Logistic India

Firms must plan training programmes, while working on reducing attrition

Automation minimises workplace accidents

"We recognise the transformative impact of automation on the warehousing sector. Growth drivers include increase in e-commerce and just-in-time inventory systems, demanding faster, efficient loading and unloading processes. Our advanced entrance automation and loading bay tools, such as high-speed doors and dock levellers, enhance operational efficiency. Automation improves not only speed, accuracy, but also minimises workplace mishaps thereby ensuring a safer environment. Inefficient loading bay ops and manual processes slow down the supply chain. Integration of these technologies with workforce training is a must in order to overcome challenges."



Jinali Gandhi
Business Head, Global Growth & Expansion
Gandhi Automations

Integration of technologies with training is a must to overcome challenges

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AI, IoT make supply chain operations efficient

“The warehousing sector is experiencing a transformative phase, driven by a surge in third party logistics, and retail activities. This has risen the demand for warehouse space. Firms such as IndoSpace, which is at the forefront of this change, has built modern, large warehousing facilities that meet global standards. The foreign direct investment (FDI) in logistics has attracted investments, fostering the development of warehousing solutions. Integrating cutting-edge technologies such as IoT and AI revolutionises supply chain management, making operations efficient. Adopting smart park operations through solar panels, EVs, digitalisation, and circular economy practices enhances operational efficiency.”



Rajesh Jaggi
Vice Chairman
Real Estate
The Everstone Group

FDI in logistics has attracted investments, fostering the development of warehousing

Manufacturing leases may touch 16 mn sq. ft.

“The rising demand is driven by 3PL players as most firms find it suitable to outsource non-core/logistic activities. 3PL share is at a 43 per cent in Q1 of 2024, outpacing others in warehousing demand. Manufacturing leases are at centre stage post COVID. Sectors that took advantage of this include auto, FMCG/FMCD, and electronics. Manufacturing leasing witnessed growth of 65 per cent CAGR since COVID; it is projected to touch 16 million square feet by this year-end. Land acquisitions are hitting the sector hard as getting the right parcel at right location is tough. e-commerce growth is tapering down from 3 per cent to 1 per cent in first quarter of this year.”



Chandranath Dey
India Head, Operations,
Business Development,
Industrial Consulting
& Integrated Logistics,
India, JLL

3PL is at 43% in Q1 of 2024, outpacing others in warehousing demand

Development of road infrastructure crucial

“Emergence of e-commerce and q-commerce has improved industrial expansion and consumer demand thereby creating a surge in the need for efficient storage and distribution facilities. The development of large industrial parks coupled with enhanced road infrastructure has provided a conducive environment for the expansion of the warehousing sector. The increased investor interest has led to establishment of high-quality warehouse parks thereby driving growth. The sector faces challenges coming from the market’s cost sensitivity and compromised quality compliances. This often poses difficulties in achieving satisfactory Return on investments (ROIs) within the logistics sector.”



Sanjay Sharma
COO
Goldman Logistics

It faces challenges from cost sensitivity & quality compliances



Contd. on next page ▶

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Warehouses must address sustainability concerns

“Rising real estate costs, energy costs, and technology investments can put pressure on warehousing operations. Environmental concerns are becoming increasingly important, and warehouses need to address sustainability issues such as energy consumption and waste management. Warehouses are vulnerable to theft, damage, among other risks, so ensuring security measures and risk management practices is significant. Addressing these points through technology adoption, workforce training, infrastructure improvements, and planning and the like can help increase warehousing competitiveness.”



Mohit Kapoor
Chair, Projects & Events Committee, WAI

Warehouses are vulnerable to theft, so ensuring security is crucial

Urbanisation has lessened space for warehouses

“The ‘China plus 1’ strategy, the impetus and growth of EVs, and the government’s Production-Linked Incentive (PLI) schemes have given a boost to manufacturing, which has driven growth in the warehousing sector. The industry faces significant challenges despite its growth. A major obstacle is the availability of highly skilled labour, leading to inefficiencies and delays in operations. Growing storage costs, driven by high demand, necessitate optimised space through multi-storey facilities and better layouts. Further, urbanisation has reduced the availability of affordable land for warehousing development.”



Sandeep Chadha
Founder & CEO, Warehouser

Increasing storage costs, driven by high demand, necessitate better layouts

Regulatory bottlenecks can slow down operations

“Ensuring standardisation and developing quality infrastructure are critical for maintaining consistent and efficient operations across the industry. Standardisation streamlines operations and improves interoperability across various warehousing systems, while technologies such as automation, Artificial Intelligence and IoT enhance efficiency, accuracy, and productivity. Quality infra, characterised by modern facilities, is essential for efficient handling of diverse and high-volume inventories. Regulatory bottlenecks such as complex compliance can slow down operations and increase costs.”



N. Amrutesh Reddy
Director, NDR InvIT Managers

Quality infra, and modern facilities, are a must for handling inventories

Warehouse must be close to consumption area

“While discussing warehousing, several factors need attention. The first is the location of the warehouse. It must be strategically situated based on the industry’s specific products and services. For example, if it is an extension of a manufacturing site, it should be close to the manufacturing area. If it serves as a last-mile delivery (LMD) set up, proximity to the consumption area is crucial. There is no one-size-fits-all location for a warehouse. Understanding the growth trajectory of the industry and staying abreast of global trends in storage and related systems is essential.”



Sunil Nair
Chief Executive Officer
Snowman Logistics

Staying abreast of global trends in storage and related systems is essential



Use of large spaces for expansion to be explored

“Operational delays and increased costs are caused by labour shortages, which persistently challenge the company’s ability to run effectively. In urban areas, space constraints particularly make it difficult to expand thereby pushing the rental prices up, therefore, efficient use of space and construction of new premises also needs to be explored. High initial expenses alongside an extreme lack of expertise slows down the adoption of sophisticated technologies. Furthermore, navigational complexities exist because of regulatory and environmental compliance bottlenecks.”



Sandeep Kulkarni
Chief Operating Officer
Allcargo Gati Limited

Space constraints make it difficult to expand, thus pushing rental prices up



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FFFAI delegation visits GIFT City to explore logistics opportunities

Federation of Freight Forwarders' Associations in India (FFFAI) membership in the GMC is all set to strengthen collaborative efforts in the maritime and logistics sectors thereby enhancing trade efficiency and fostering industry growth, says **Dushyant Mulani, Chairman, FFFAI and President, BCBA.**



Sandip Shah, Head, IFSC Department, GIFT City, being felicitated by Dushyant Mulani, Chairman, FFFAI and President, BCBA



The FFFAI, under the leadership of Dushyant Mulani, Chairman, organised a delegation visit for the federation members to the GIFT City to explore logistics business opportunities in the state. The focus was also on leveraging its state-of-the-art infrastructure and strategic location to boost India's logistics and maritime capabilities.

FFFAI delegation engaged in comprehensive discussions with officials from GIFT City, Pricewaterhouse Coopers, Axis Bank, and the GMC. Membership of the FFFAI in the GMC is set to strengthen collaborative efforts in the maritime and logistics sectors, enhancing trade efficiency, and fostering industry growth, he said.

Mulani expressed enthusiasm about the opportunities this partnership will



Dushyant Mulani
Chairman, FFFAI and
President, BCBA

“It will facilitate seamless trade operations and enhance the competitiveness of freight forwarders.”

create and emphasised the strategic importance of aligning with leading financial and maritime institutions. “The

membership in the GMC marks a milestone for FFFAI, positioning it at the forefront of the country's maritime innovation and operational excellence. This collaboration is expected to facilitate seamless trade operations and enhance the global competitiveness

of Indian freight forwarders,” he asserted. FFFAI's proactive engagement and strategic partnerships with GMC underscore its commitment to advancing India's logistics industry and contributing to sustainable economic growth, Mulani added.



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AMTOI Silver Jubilee hosted by Eastern Region Chapter

The Managing Committee meeting and a Seminar on ‘East India’s Multimodal Transformation: Collaboration for Logistics Success’ as part of AMTOI’s Silver Jubilee celebrations was held in Kolkata recently. Several industry leaders, NVOCCs, customs brokers, terminal operators, and CFS operators took part in the event.



Association of Multimodal Transporters Operators of India (AMTOI) celebrated its Silver Jubilee in Kolkata recently. The celebration was organised by the Eastern Region Chapter.

Ashutosh Jaiswal, who presided over as the guest of honour at the event, said, “Improving skills is crucial for the growth and efficiency of multimodal transportation in domestic and foreign trade. It will not only reduce damages but also save money to the exchequer. There is also need for cargo community system.”

“Indian Customs is working in different areas and stations on Indo-Nepal border



and Indo-Bangladesh border to modify its role. Customs has taken many steps to improve the EoDB and has implemented many policies as per the direction of CBIC. While the

AEO programme is ongoing, the faceless assessment and paperless processing are being implemented,” Dr. Shivajirao H. Dange, Principal Commissioner, Customs, Airport

ACC, said, who was invited as the chief guest.

Stating that the number of AEO operators in Kolkata are limited, he informed about the AEO programme’s benefits. Customs has taken steps towards Direct Port Delivery and opened a container scanning division at the NS Docks, Kolkata. Steps are being taken for ship-to-ship transfer.

Brij Lakhota, Convenor, AMTOI, ERC, and Xerrxes Master, President, spoke about the work that AMTOI has been doing for the past 25 years through its four regional chapters and extended Board of 18 trade bodies, which met to discuss matters of mutual interest for the benefit of members.





V-Trans unveils transshipment facility in Pardi of Gujarat

Engineered with advanced technology and sustainable infrastructure, including renewable energy sources, the new transshipment facility epitomises the company’s commitment to redefining industry benchmarks. The modern hub is seamlessly integrated with significant industrial clusters across South Gujarat.



V-Trans has inaugurated a state-of-the-art transshipment facility, spanning over one lakh square feet, in Pardi of Gujarat. Strategically lo-

Located on NH-48, the transshipment facility is seamlessly integrated with key industrial clusters across South Gujarat



cated on NH-48, the modern hub is seamlessly integrated with key industrial clusters across South Gujarat. The

facility also guarantees enhanced logistical efficiency nationwide. Engineered with advanced technology and sustainable infrastructure,

including renewable energy sources, the hub epitomises V-Trans’s commitment to redefining industry benchmarks. This launch signifies

a monumental leap forward in logistics capability, offering unparalleled operational efficiencies and bolstering industry competitiveness. ✨



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Government to create policies to enhance transshipment trade

We must work with govt to improve how policies are structured to facilitate transshipment and to improve security regulations to enable movement of goods and drive industry progress. Our focus includes investing in a new domestic cargo facility and expanding our terminals, says **Satyaki Raghunath, COO, BIAL**.



What is your vision for the Indian air cargo sector? How do you see it growing in the coming years?

I think there is significant potential for Indian air cargo. We have been a market where

ment. The pandemic underscored its importance to society. Ending this year with over 440,000 metric tonnes, our vision for the next decade is ambitious—to double or even triple the volume to reach 1.2 to 1.5 million metric tonnes. With this trajectory in mind, we foresee a similar growth pattern for the overall market, projecting a three-fold in-

and airports. But equally, I think it is also about working with the government to improve how certain policies are structured to facilitate transshipment through India, to improve some of the security regulations to enable greater movement of goods and drive industry progress. Active engagement and proactive measures are a must for the indus-



Satyaki Raghunath
Chief Operating Officer, Bangalore
International Airport Limited
(BIAL)



“Our vision for the next decade is ambitious—to double or even triple the volume to reach 1.2 to 1.5 MMT.”

BIAL's upcoming plans revolve around partnerships and investments to drive the growth of its cargo business

there has not been that much air cargo tonnage, but over the past five years, there has been huge growth. COVID highlighted the critical role of air cargo in transporting essential supplies and life-saving equip-

crease over the next 10 years. This vision represents the potential that lies ahead for the Indian air cargo sector.

What are the crucial pain points for airport operators?

It is all about knowing that there is an opportunity and making sure we take advantage of it. It will entail collaborating with airline partners, freighters, and the wider ecosystem to ensure we take advantage of the growing demand and opportunity to reclaim air cargo's place in terms of being a vital revenue stream for the airlines

try to navigate and overcome these challenges effectively.

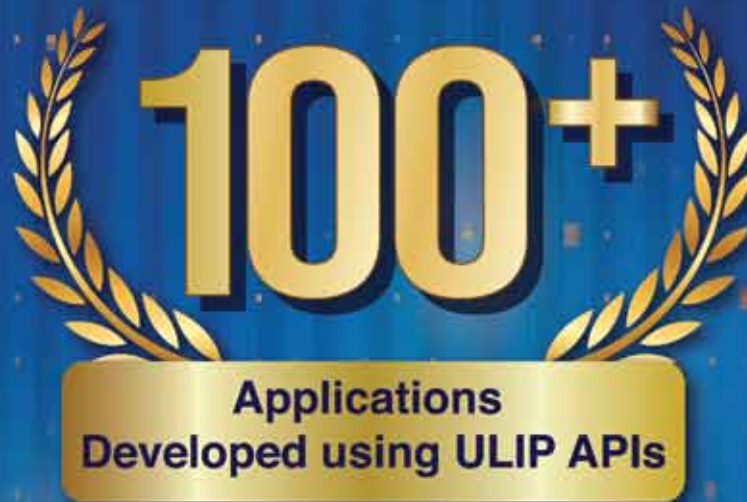
Please share the upcoming plans at BIAL?

Our upcoming plans revolve around strategic partnerships and significant investments to drive the growth of our cargo business. Last year, we joined forces with two global air cargo terminal operators, WFS and Menzies Aviation. It is a 15-year concession, and from our perspective, I think we have got the two best global companies onboard. With a substantial capacity of 715,000 metric tonnes at BLR Airport, we are

well-positioned for expansion and development. Our focus for the future includes investing in new domestic cargo facility, expanding our global terminals, enhancing our cool port facilities, establishing a large, automated truck parking facility, and implementing a fully paperless system. Transitioning from a concession model to a JV model with a 26 per cent stake in each cargo entity reflects our commitment to making cargo a focal point of our business. We are optimistic about the prospects ahead and aim to reach 1.2 to 1.5 MMT by the mid-2030s. This represents a significant growth from our current volume. These initiatives underscore our dedication to advancing and solidifying our presence in the air cargo industry. ↴



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Resin & cementitious systems to drive efficiency, durability

Industrial flooring is a cornerstone of operational efficiency, impacting safety, and overall functionality within various business environments. From warehouses to manufacturing plants, right flooring is crucial for maintaining productivity, minimising maintenance costs, and ensuring seamless operations.

A typical industrial floor begins with reinforced concrete, which is then enhanced with resin toppings. Among the most prevalent materials used for floor toppings are epoxies, a century-old technology known for its reliability. However, the dura-

challenges for resin applications. Therefore, the use of proper slip membranes and

vapour barriers is essential to ensure a durable resin floor. Resin-based floor toppings are

preferred due to their advantages of fast application times, resistance to commonly used

Industrial floors must endure heavy loads and constant movement, making their design and material critical

bility of these resin toppings largely depends on the quality of the concrete substrate. While water is beneficial for curing green concrete, it poses





Rohit Saxena
Product Segment Manager
Flooring Systems
Fosroc India

chemicals in industry and variety of colours to choose from.

IMPORTANCE OF INDUSTRIAL FLOORING

Industrial floors must endure significant loads and constant movement, making their design and material selection critical. These floors are the backbone of various industrial activities, supporting heavy machinery

and facilitating human and vehicular traffic. Meticulous planning in design, load calculations, and material selection are vital to meet the needs of each industrial environment. Today, the strategic relevant market for concrete floors we know is estimated to be 10 million square metres. This is hardly 20 per cent of the total market, which constitutes the organised sector. The total market for concrete floors in the country is inconceivable. This reflects the immense opportunities and potential over the next decade.

The rise of cementitious flooring systems: Cementitious flooring systems are gaining traction in India, especially for refurbishing existing concrete floors. This approach is cost-effective, and time saving compared to replacing old floors. Cementitious flooring is beneficial in heavy engineering, automotive, manufactur-

ing, and warehousing sectors, where durable floors are essential. We have come a long way in mechanising the laying of concrete slabs today. This, however, has led to other challenges such as cracking, curling, issues with floor leveling and flatness. Attending to these issues with resin-based solutions is not only expensive but also tedious.

Advantages of cementitious flooring across industries: Cementitious floors, on the other hand, offer seamless solutions across various industries. In large shopping malls, they facilitate smooth movement of shopping carts, forklifts, and trolleys, minimising operational disruptions caused by cracked or chipped tiles. In office spaces, these floors provide a perfectly levelled base for various decorative finishes, ensuring aesthetic appeal and functional performance.

Refurbishing with the CEMTOP range: For oil-soaked industrial floors, Fosroc's CEMTOP range offers an effective refurbishment solution. This cementitious topping is engineered to meet the demands of manufacturing environment, providing a durable and chemical-resistant surface capable of withstanding heavy loads. Once densified, the floors offer high resistance to liquid contamination and provide a dust-free surface.

Ensuring optimal performance: The performance of cementitious flooring is influenced by type and condition

of vehicles operating over it. Trolleys and forklifts, whether manual or hydraulic, must be maintained to prevent floor abrasion and physical damage. Proper wheel alignment and maintenance are crucial for extending the floor's lifespan.

Fosroc's pioneering flooring solutions: Fosroc offers cutting-edge flooring solutions that stand out for four decades in the industry. Our products provide adhesion,

“With the inauguration of our 5th facility in HYD, Fosroc is geared up to cater to the market demands.”

chemical resistance, rapid curing, and resistance to abrasion and wear, making them ideal for the industrial settings' demands. With the inauguration of our fifth manufacturing facility at Hyderabad, Fosroc is geared up to cater to the market demands. The industrial flooring advancements, particularly in resin and cementitious systems, provide firms with reliable solutions to enhance their efficiency. By selecting the right options, the firms can ensure safety, durability, and functionality thus contributing to long-term success.

Rohit.Saxena@Fosroc.com
Tel: +91 (080) 4252 1900
Mob: +91 96502 26667



Wide-ranging applications

- ❖ Cementitious flooring systems are versatile, suitable for commercial, institutional, and residential buildings seeking seamless, durable finishes.
- ❖ Warehousing and logistics centres where durable, levelled floors are crucial.
- ❖ Retail stores, restaurants, and salons handling high-traffic areas.
- ❖ Car parking spaces and garages.
- ❖ Underlayment for various floor finishes, including vinyl, epoxy, tiles, and stones.
- ❖ Heavy impact and wear-resistant surfaces in industrial settings.
- ❖ Areas exposed to continuous wet environments and UV conditions.

Estimates for selected major commodities for May 2024

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		MAY'23	APR'23- MAY'23	MAY'24	APR'24- MAY'24	MAY'24	APR'24- MAY'24
1	Tea	54.07	101.82	64.66	124.70	19.57	22.47
2	Coffee	112.97	231.44	185.54	322.80	64.23	39.48
3	Rice	977.28	1977.53	1004.29	1956.36	2.76	-1.07
4	Other cereals	104.45	167.98	19.37	41.58	-81.45	-75.25
5	Tobacco	91.27	196.12	144.56	263.26	58.38	34.24
6	Spices	453.07	814.37	361.17	766.79	-20.28	-5.84
7	Cashew	28.17	55.25	20.91	43.23	-25.79	-21.75
8	Oil Meals	150.98	349.47	113.00	246.22	-25.16	-29.54
9	Oil seeds	103.85	239.99	109.82	222.54	5.75	-7.27
10	Fruits & vegetables	245.10	558.37	295.97	589.12	20.75	5.51
11	Cereal preparations & miscellaneous processed items	230.77	464.74	263.79	509.45	14.31	9.62
12	Marine products	599.27	1166.89	575.84	1070.03	-3.91	-8.30
13	Meat, dairy & poultry products	307.75	647.93	378.37	699.81	22.95	8.01
14	Iron ore	288.90	643.75	268.76	414.63	-6.97	-35.59
15	Mica, coal & other ores, minerals, including processed minerals	382.48	773.46	386.60	727.79	1.08	-5.90
16	Leather & leather products	369.18	695.97	361.31	664.62	-2.13	-4.51
17	Ceramic products & glassware	373.07	736.78	360.19	700.17	-3.45	-4.97
18	Gems & jewellery	2823.14	5248.45	2759.94	5017.83	-2.24	-4.39
19	Drugs & pharmaceuticals	2084.06	4346.03	2301.88	4730.66	10.45	8.85
20	Organic & Inorganic chemicals	2237.01	4375.35	2308.75	4805.17	3.21	9.82
21	Engineering goods	9300.75	18250.12	9988.43	18653.96	7.39	2.21
22	Electronic goods	2414.22	4521.83	2968.66	5619.97	22.97	24.29
23	Cotton yarn/fabs./made-ups, handloom products etc.	919.88	1807.70	1009.61	1956.46	9.75	8.23
24	Man-made yarn/fabs./made-ups etc.	395.43	788.36	413.82	782.17	4.65	-0.79
25	RMG of all textiles	1235.81	2446.66	1357.40	2555.79	9.84	4.46
26	Jute mfg., including floor covering	30.38	63.79	28.79	55.91	-5.21	-12.36
27	Carpet	111.23	216.40	130.75	241.84	17.55	11.76
28	Handicrafts, excl. handmade carpet	123.37	245.46	148.82	273.82	20.63	11.55
29	Petroleum products	5854.37	12274.93	6776.29	13390.59	15.75	9.09
30	Plastic & linoleum	650.79	1297.65	758.81	1424.76	16.60	9.79
	Sub-Total	33053.08	65704.59	35866.10	68872.03	8.51	4.82
	GRAND TOTAL	34952.48	69570.93	38132.48	73116.68	9.10	5.10

Note 1: Exports include Re-Exports.

Note 2: The figures for MAY'24 are provisional. Note 3: Grand total is inclusive of component 'Other

(Source: Ministry of Commerce & Industry, Government of India)

Estimates for selected major commodities for May 2024

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		MAY'23	APR'23- MAY'23	MAY'24	APR'24- MAY'24	MAY'24	APR'24- MAY'24
1	Tea	445.25	836.89	539.19	1040.01	21.10	24.27
2	Coffee	930.24	1901.90	1547.24	2692.12	66.33	41.55
3	Rice	8047.28	16251.37	8375.09	16315.86	4.07	0.40
4	Other cereals	860.11	1381.16	161.57	346.74	-81.21	-74.89
5	Tobacco	751.53	1611.53	1205.49	2195.58	60.40	36.24
6	Spices	3730.72	6694.10	3011.91	6395.04	-19.27	-4.47
7	Cashew	232.00	454.08	174.37	360.57	-24.84	-20.59
8	Oil meals	1243.20	2871.27	942.30	2053.48	-24.20	-28.48
9	Oil seeds	855.11	1971.80	915.79	1855.98	7.10	-5.87
10	Fruits & vegetables	2018.26	4587.71	2468.14	4913.20	22.29	7.09
11	Cereal preparations & miscellaneous processed items	1900.26	3819.29	2199.82	4248.76	15.76	11.24
12	Marine products	4934.62	9590.24	4802.14	8923.96	-2.68	-6.95
13	Meat, dairy & poultry products	2534.13	5324.32	3155.34	5836.33	24.51	9.62
14	Iron ore	2378.90	5289.43	2241.24	3457.93	-5.79	-34.63
15	Mica, coal & other ores, minerals, including processed minerals	3149.48	6356.28	3224.00	6069.73	2.37	-4.51
16	Leather & leather products	3039.94	5720.31	3013.07	5542.82	-0.88	-3.10
17	Ceramic products & glassware	3071.95	6055.14	3003.69	5839.36	-2.22	-3.56
18	Gems & Jewellery	23246.67	43139.29	23015.97	41848.08	-0.99	-2.99
19	Drugs & pharmaceuticals	17160.82	35713.69	19196.08	39453.54	11.86	10.47
20	Organic & inorganic chemicals	18420.26	35959.11	19253.38	40074.95	4.52	11.45
21	Engineering goods	76585.46	149988.87	83296.39	155572.11	8.76	3.72
22	Electronic goods	19879.48	37166.23	24756.49	46870.06	24.53	26.11
23	Cotton yarn/fabs./made-ups, handloom products etc.	7574.63	14856.58	8419.45	16316.75	11.15	9.83
24	Man-made yarn/fabs./made-ups etc.	3256.08	6478.96	3450.98	6523.21	5.99	0.68
25	RMG of all textiles	10176.08	20107.55	11319.73	21315.07	11.24	6.01
26	Jute mfg., including floor covering	250.12	524.21	240.12	466.25	-4.00	-11.06
27	Carpet	915.91	1778.54	1090.33	2016.96	19.04	13.41
28	Handicrafts, excl. handmade carpet	1015.87	2017.24	1241.04	2283.61	22.17	13.20
29	Petroleum products	48206.79	100868.75	56509.45	111676.65	17.22	10.71
30	Plastic & linoleum	5358.82	10664.45	6327.96	11882.33	18.08	11.42
	Sub-Total	272170.00	539980.30	299097.77	574387.07	9.89	6.37
	GRAND TOTAL	287810.22	571753.51	317997.81	609787.03	10.49	6.65

Note 1: Grand total is inclusive of component 'Other'.

Note 2: The figures for MAY'24 are provisional.

(Source: Ministry of Commerce & Industry, Government of India)

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Estimates for selected major commodities for May 2024

Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		MAY'23	APR'23- MAY'23	MAY'24	APR'24- MAY'24	MAY'24	APR'24- MAY'24
1	Cotton raw & waste	58.09	103.39	43.88	81.79	-24.46	-20.89
2	Vegetable oil	1140.09	2218.38	1453.12	2790.55	27.46	25.79
3	Pulses	131.84	282.79	370.91	781.99	181.34	176.53
4	Fruits & vegetables	218.28	417.87	224.80	479.60	2.99	14.77
5	Pulp and waste paper	136.50	283.04	167.90	311.22	23.01	9.96
6	Textile yarn fabric, made-up articles	188.24	349.50	186.08	347.92	-1.15	-0.45
7	Fertilisers, crude & manufactured	1180.48	1831.76	939.37	1536.57	-20.42	-16.12
8	Sulphur & unroasted iron pyrites	6.59	28.89	5.21	11.51	-20.92	-60.14
9	Metaliferrous ores & other minerals	925.04	1483.98	966.33	1557.61	4.46	4.96
10	Coal, coke & briquettes, etc.	4492.28	7998.80	3299.74	6395.68	-26.55	-20.04
11	Petroleum, crude & products	15574.12	29267.92	19948.63	36411.05	28.09	24.41
12	Wood & wood products	581.68	1119.50	539.77	1001.69	-7.20	-10.52
13	Leather & leather products	95.04	156.66	75.98	138.07	-20.05	-11.87
14	Organic & inorganic chemicals	2561.36	4894.29	2548.81	4754.82	-0.49	-2.85
15	Dyeing/tanning/colouring materials	354.07	688.19	336.03	661.35	-5.10	-3.90
16	Artificial resins, plastic materials, etc.	1883.78	3782.11	1888.33	3591.90	0.24	-5.03
17	Chemical material & products	1057.05	2044.72	953.30	1865.00	-9.81	-8.79
18	Newsprint	39.72	63.85	37.94	65.09	-4.49	1.94
19	Pearls, precious & semi-precious stones	1878.65	3986.89	1909.50	3572.58	1.64	-10.39
20	Iron & steel	1824.30	3530.95	1703.00	3269.02	-6.65	-7.42
21	Non-ferrous metals	2047.76	3816.11	2070.52	3848.63	1.11	0.85
22	Machine tools	397.19	726.64	445.82	846.00	12.24	16.43
23	Machinery, electrical & non-electrical	4138.33	8069.01	4148.68	7940.30	0.25	-1.60
24	Transport equipment	2341.05	4486.76	3087.28	5227.74	31.88	16.51
25	Project goods	56.78	88.97	31.62	69.35	-44.31	-22.05
26	Professional instrument, optical goods, etc.	628.86	1205.43	643.79	1269.67	2.37	5.33
27	Electronic goods	6702.87	13111.28	7149.18	14200.43	6.66	8.31
28	Medicinal & pharmaceutical products	702.49	1279.88	763.43	1447.01	8.67	13.06
29	Gold	3693.47	4701.47	3333.03	6447.66	-9.76	37.14
30	Silver	27.15	140.04	137.93	272.07	407.99	94.28
	Sub-Total	55063.15	102159.08	59409.91	111193.87	7.89	8.84
	GRAND TOTAL	57481.42	106537.53	61914.33	116009.84	7.71	8.89

Note 1: Imports include Re-Imports.

Note 2: The figures for MAY'24 are provisional.

Note 3: Grand total is inclusive of component 'Other'.

(Source: Ministry of Commerce & Industry, Government of India)

Supply chains are beyond moving goods, more of strategic assets

The third edition of Supply Chain and Logistics Conclave 2024 held recently in New Delhi brought together industry stalwarts and provided an excellent platform to network, discuss ideas, and opportunities. Several senior government officials and air cargo and logistics stakeholders also participated in the event.



The third edition of Supply Chain and Logistics Conclave 2024 was recently held in New Delhi. Organised by Team Marksmen, the event provided logistics and supply chain leaders, an opportunity to convene and put forth a blueprint for navigating the tectonic challenges and building a sustainable competitive advantage.

“The conclave showed how the supply chains are not just about moving goods; they are



about moving information, fostering collaboration, and driving sustainability. They are a strategic asset that will allow us to pivot quickly in the face of disruptions, capitalise on emerging opportunities, and meet the ever-changing demands of our

customers. By investing in a flexible, data-driven supply chain now, we are not just preparing for the future—we are playing our part in shaping it,” Sharad Gupta, Co-Founder, Team Marksmen Network, said. Among those present included Surendra

Ahirwar, DPIIT Joint Secretary, Union Ministry of Commerce & Industry, who was the chief guest and the keynote speaker. It was insightful to hear from SP Singh, Joint Secretary from Union Ministry of Road, Transport and Highways, Vivek Kumar Singh, Deputy Secretary from Union Ministry of Food Processing Industries (MoFPI), Unmesh Sharad Wagh, Chairman, Jawaharlal Nehru Port Authority (JNPA), and Pradeep Singhal, Chairman, All India Transporters Welfare Association (AIT-WA) about the industry issues and opportunities.




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IndiGo ready for wide-body space after flying on short-haul sectors

From domestic point of view, much of our cargo goes in the belly holds of our passenger aircraft. In May 2024, we lifted more than 34,000 tonnes. The airline is likely to have significant capacity in the next three years, says Mark Sutch, Chief Commercial Officer, CarGo, IndiGo.



CT Bureau

Tell us about IndiGo's global freighter operations. What kind of cargo is moved to and from India?

We have three freighters in operation—Airbus 321 converted freighters. They are based between Kolkata and Mumbai, and we operate across multiple locations in India. We have one aircraft that is dedicated to South India and the Middle East. We also have two aircraft

Apart from pharmaceuticals and perishables, IndiGo carried a lot of valuable cargo and auto spare parts

on charter basis. We are also operating from China to India and vice versa. We regularly operate between Vietnam and India. We have ad hoc op-

erations between Bangladesh and India. We have a scheduled flight operating between Mumbai and the Middle East. Meanwhile, we are also witnessing an increase in domestic flying.

From a domestic point of view, much of our cargo—we recorded over 34,000 tonnes in May—is still proceeding in the bellies of our passenger aircraft. However, there are some who require a lift in the capacity and we are being able to fulfil that. It is quite a challenge because of the short-haul sec-

tors. We do not do have many long-haul sectors; China is the longest so far and Hong Kong. We are doing quite a lot of Hong Kong flying as well for an individual customer. That is where we are with the freighters today.

Today, the world seeks to ship to India, how do you look at it as an investment destination?

There is a huge opportunity for the Indian-based airlines. We have enough capacity coming





Mark Sutch
Chief Commercial Officer, CarGo
IndiGo

in. In the next three years, the airline will proceed into wide-body space with A350, which presents a greater opportunity for cargo. The challenge I see in the short-term is the imbalance between trade flows in India. For example, from China and North Asia, there is a lot of import into India, and less export. Many products, such as pharmaceuticals and perishables, are exported out of India into the West, but on the import side, it is slightly lighter. This, I think, will change from medium to long-term. Indian manufacturing is going to go up the value chain. China



has been the hub of manufacturing high-value goods such as mobile phones or tablets. But you now see quite a lot of China plus one strategy where organisations are moving their manufacturing into India and a lot of that is now for Indian domestic consumption. But in the next few years, that will also be for export purposes.

“This will boost air freight. Apart from pharmaceuticals and perishables, we have quite a lot of valuable cargo and automotive parts among others. But I think that imbalance in the next five to 10 years will undergo a transformation, which will be beneficial for us. More so, for Indian-based air-

lines who have got wide-body belly capacity, in freighters and in belly, which I think will be the main driver.”

With the ongoing disruptions, do you think air cargo is gaining momentum?

With disruptions in the shipping lines, we have seen a big spike in air cargo. It has not benefited us, as Istanbul is our farthest point. If we were flying into Europe, that would be a great opportunity for us. In Istanbul, we have recorded a big spike because of people wanting to fly to Istanbul and then ship from there. What is happening in geopolitics

“With the sea disruptions, we have seen a spike in cargo. It has not benefited us, as Istanbul is our farthest point.”

is leading to this increase. Of course, it will settle down. I think, these are opportunities for cargo, not necessarily long-term; one cannot build strategies around that. You need to be building strategies around long-term development of sustainable lanes rather than just disruptions. ↴



ActivAir Airfreight organises 30th Anniversary celebrations

ActivAir Airfreight hosted a glittering event for its 30th Anniversary at the Taj Palace, New Delhi. Government officials and stakeholders of the air cargo and logistics industries took part in the event. The guests enjoyed the glittering evening over scrumptious food, wine and foot-tapping music.

C.K. Govil, CMD, ActivAir Airfreight, said, "I started my career as a management trainee with a private company after completing graduation. In this business, everything was done manually then, be it shipping bills or customs clearances. Over the years, industry witnessed massive transformation and machines took over paperwork. It all started happening electronically. I think there has been a lot of change over the years. Whereas a person had to go from one desk to another; all that has stopped, and it is now done electronically. It is a great initiative taken by the government and I am thankful to it."





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Artificial Intelligence & new tech making waves in logistics sector

There is willingness in logistics industry to adopt solutions to enhance efficiency, transparency, and overall performance. No real-time pricing or revenue management, no mobile solutions, high dependency on manual and paper-based process are pain points says, **Jasraj S. Chug, Director & Co-Founder, CargoFlash.**



CT Bureau

How streamlined are your efforts towards designing tech-enabled logistics solutions?

By leveraging cutting-edge technology and having a deep industry understanding, we empower our clients to navigate the complexities of the air cargo industry with efficiency and agility, driving progress and fostering growth. We understand one-size-does-not-fit-all when it comes to logistics solutions. That is why, our approach is focused on cus-

Since the benefits of tech have become apparent, there is a willingness within the logistics sector to adopt them

tomisation, ensuring that each client receives a tailored-made solution that meets their needs and enables them to evolve alongside the rapidly changing logistics landscape.

Tell us how you identify pain points, while providing efficient business solutions to the stakeholders and clients?

We identify pain points by staying attuned to the industry trends, listening to the stakeholders and clients, conducting in-depth assessments of their operations. Through this proactive approach, we

uncover challenges faced by the stakeholders and clients, enabling us to develop efficient business solutions that address their pain points. Our dedication to resolving these challenges ensures that we deliver value-driven solutions that drive long-term success.

How do you exploit technology to create business value for your clients?

Technologies such as AI, and ML are integral to our solutions, enabling us to provide unparalleled transparency and real-time visibility throughout the transport and logistics process. Through AI and ML, we analyse vast amounts of data to optimise routes, predict demand, and enhance operational efficiency. Automation processes streamline repetitive tasks, reducing errors and improving overall productivity. Some technologies and techniques in demand include Internet of Things for real-time tracking, and Predictive Analytics for proactive decision-making.

These technologies empower our clients with the insights and capabilities needed to thrive in today's dynamic logistics landscape.

How do you ensure zero disruption or interruption despite growing data volumes and demand?

To ensure zero disruption or interruption despite growing data volumes and demand, our nGen solutions, developed and hosted on Azure as a SaaS model, leverage several key strategies. We utilise Azure's



Jasraj S. Chug
Director & Co-founder
CargoFlash Infotech

built-in high availability and redundancy features, such as geographic redundancy and Availability Zones, to replicate data and services across multiple locations, ensuring resilience against data centre failures. For scalability, we implement both horizontal scal-

ing, adding more instances to handle increased load, and vertical scaling, upgrading existing virtual machines and databases to maintain consistent performance. Azure Load

“These technologies empower our clients with the insights and capabilities needed to thrive in today's logistics landscape.”

Balancer and Application Gateway distribute incoming traffic across multiple instances, improving availability and response times. Database





scalability and performance are managed through Azure SQL Database and Azure Cosmos DB, offering automatic replication and resource management. Continuous monitoring via Azure Monitor and Application Insights allows real-time issue detection and response, while Azure Site Recovery automates service recovery, minimising downtime. Regular backups with Azure Backup and well-tested disaster recovery plans ensure swift restoration in case of major

Monitoring via Azure Monitor and Application Insights allows real-time issue detection and response

outages. Additionally, we continuously optimise resource usage, database queries, and application performance us-

ing Azure's Performance Tuning and Cost Management tools. These comprehensive steps enable us to deliver resilient, high-performing nGen solutions capable of handling increasing data volumes and demand without interruption.

Is the global logistics industry ready to embrace technology if it has the right amount of skill sets?

Yes certainly but only if it provides the best-in-class solutions. With technological advancements such as Artificial Intelligence and Internet of Things and automation, tech firms are well-equipped to address the complex challenges faced by the logistics sector. Since the benefits of technology have become more apparent, there is a growing willingness within the logistics industry to adopt innovative solutions to enhance efficiency, transparency, and performance.

Could you tell us about your clientele? What do they seek and how successful have you been in fulfilling their demands?

Our clientele comprises a diverse range of airlines within the industry. They include Kenya Airways, Garuda Indonesia, Philippine Airlines,

Royal Jordanian and recently acquired, Egypt Air, Ethiopian Airlines, Uganda Airlines, to name a few. Each seeking tailored solutions to optimise their logistics operations. The industry being low in digitalisation has many pain points. These include disconnected systems operating in silos, no real-time pricing or revenue management, no mobile solutions, dependency on manual and paper-based process among others. These inefficient processes became more prominent during the pandemic where the only mode of communication was remote. We helped the airlines by enabling their processes to be conducted digitally, including bookings, ratings, all requests and approvals, auto invoicing, integrated payment gateways, banks, and workflow-based operations process with least human intervention, and digital document.

FACTFILE

- ➔ Logistics is ready to embrace technology if the latter has the skill set to provide best-in-class solutions.
- ➔ With advancements in AI, IoT, and automation, tech firms are well-equipped to address the complex challenges.



'Govt should create incubation centres & promote startups'

Technology integration is crucial, but it comes at a cost, which is nascent in India. We see this change coming and are ready to invest for long-term association. By adopting green logistics we are contributing to reducing CO₂ footprint, says **Pratap Hazra, Director, Beyond Sqfeet Supply Chain Solutions.**



What are the key megatrends in the Indian warehousing and logistics sector?

There has been a boom in Grade A infrastructure and organised players have entered and are setting up facilities across India. Other than warehouses, with Special Economic Zone (SEZ) Rules, there has been a gradual rise in Free Trade Zones, which are global hubs to boost trade and commerce. e-commerce boom with the phygital syndrome driving last-mile delivery and fulfilment centre, dark stores for q-commerce and hyperlocal deliveries, consolidation centre, and extended shopping experience is the next level drive. Technology interventions have improved proce-



dural efficiencies, and there is a paradigm shift in warehousing demand towards tier II and III cities driven by 3PL and e-commerce players. Sustainability pushes us to adopt green logistics initiatives, creating opportunities for renewable energies and contributing to India's target of achieving

a Net-zero carbon footprint. Several startups are leveraging digital platforms, real-time data availability, and transparent value chains to drive efficiency and lower costs in the logistics industry.

What benefits do you see from initiatives such as NLP and PMGS?

The boost to multimodal connectivity under PM Gati Shakti will provide integrated and seamless connectivity for movement of goods from one mode of transport to another. It will facilitate last-mile connectivity of infrastructure and reduce the travel time. PM Gati Shakti will incorporate infrastructure schemes such as Bharatmala, Sagarmala, and inland waterways, among others. Economic zones, pharmaceutical clusters, defence corridors, electronic parks, in-

dustrial corridors and the like aim to improve connectivity and make Indian businesses competitive. The National Logistics Policy aims to boost economic growth, provide job opportunities, and make Indian products competitive in the global market. Not only will logistical problems be mini-

mised but also exports will increase significantly.

How can the govt create a conducive environment for automation technology implementation?

Adoption of advanced technology for real-time tracking and monitoring goods in transit helps in visibility and enhanced decision-making for a seamless supply chain. Artificial Intelligence and Machine Learning for predictive analysis, demand planning, and WMS will help in operational efficiencies. The government should come up with incentives and schemes, create incubation centres and promote startups for disruptive thinking. There must be more institutes and SDCs giving related education pertain to logistics and supply chain.

What investments have you made in warehouse automation and infrastructure in the past year?

We are investing in Grade A infrastructure in Gurugram, Ghaziabad Kolkata, Mumbai, Ahmedabad, and Hyderabad and other locations such as Punjab, Bengaluru, Chennai, and tier II cities as well. There has been a gap between demand-supply of Grade A compliant facilities in many regions. We are trying to place the warehouses closer to the cities to help in reducing emissions in distribution.

We have various storage automation solutions, which could be as simple as using a telescopic boom for loading and un-loading for high



Pratap Hazra
Director, Beyond Sqfeet Supply Chain Solutions

“Boost to multimodal linkage under PMGS will not only facilitate last-mile connectivity but also reduce travel time.”

throughput cargo, using heavy duty racks for vertical Storages, having mezzanine floors and Multi-Tier Shelving for B2C, put away and retrieval solutions, conveyors, automated storage and retrieval systems and implementing Pick-to-Light and Put-to-Light Systems.

Automation is reducing human errors and minimising labour workforce, boosting inventory control and enhancing material handling coordination with workplace safety. Automation comes at a cost, which is still nascent in the country. But we will invest for long-term relations with our clients as we believe in growing with them. For some, we have done a backward integration to their OMS and manage their ERP for order processing. 📌

Investing in robust supply chain management crucial

Investing in employee training to equip them with skills to handle disruptions is essential. As the world evolves, so must your supply chain—be geared up to weather any storm and seize new growth opportunities. Remember, agility, collaboration, and adaptability are the cornerstones of a resilient supply chain.



The once-reliable global supply chain faces constant challenges, from natural disasters to technological failures, while disruptions threaten to stall business operations. This article offers strategies to navigate these obstacles and achieve sustainable growth.

DIVERSIFICATION, DUAL SOURCING

The first step understands your supply chain, whose visibility provides real-time data on inventory, location of goods, and potential bottlenecks. Imagine a control tower overseeing the entire network. This allows for proactive decision-making and swift adaptation when disruptions occur.

SUPPLY CHAIN DIGITIZATION

Advanced technology is crucial for building resilience. Real-time data analytics powered by AI and IoT enables comprehensive monitoring.

Businesses can track inventory, production, and transportation to identify issues and respond quickly. Investing in

“Technology is just one piece of the puzzle. Fostering strong relationships with partners is essential.”

robust supply chain management software is essential for achieving this level of visibility.

MITIGATING RISKS

Traditionally, companies rely on single suppliers for cost efficiency. However, this creates vulnerability. Diversification strengthens your supply chain. Dual sourcing—collaborating with multiple suppliers for critical components—reduces dependence on a single source.

While it may increase costs slightly, the risk mitigation benefits outweigh the expense.

STRONG RELATIONSHIPS

Technology is one piece of the puzzle. Fostering strong relationships with partners is essential. Open communication and collaboration with suppliers, logistics providers, and even competitors can lead to innovative solutions during disruptions. Working together allows businesses to overcome challenges and navigate the complexities of the global supply chain more effectively.

RESILIENCE A CORNERSTONE

A skilled and adaptable workforce is a cornerstone of resilience. Invest in employee training to equip them with the knowledge and skills to handle disruptions efficiently. Cross-training employees allows for operational continuity

even during personnel shortages or unexpected changes.

RISK ASSESSMENT

Disruptions are inevitable. Conduct scenario-planning exercises by considering various ‘what-if’ scenarios such as natural disasters or sudden demand spikes. Stress tests your supply chain to assess its robustness under adverse conditions. Identify weak points and address them proactively. Regularly update your risk assessment and adjust strategies accordingly.

RESILIENT FUTURE

Supply chain disruptions have become a reality, but they do not have to be crippling. By embracing these resilience-focused strategies, firms can not only survive but also thrive in a volatile environment. Remember, agility, collaboration, and adaptability are the cornerstones of a resilient supply chain. As the world evolves, so must your supply chain—be prepared to weather any storm and seize new growth opportunities.



Dr. Piyush Kumar Singh
Trade Consultant
Logistics & SCM Body

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

Inext Logistics celebrates 15th Anniversary milestone

Inext Logistics Group recently celebrated its 15th anniversary in New Delhi, marking a milestone in its commitment, and growth journey. Logistics stakeholders attended the celebrations. Amar Khurana, Director, thanked the team, and acknowledging their hard work and dedication.



Create conducive environment for automation, upskilling

The logistics sector has undergone major change in the last five years, but tech adoption is low, which is mainly implemented by organised players using Grade A warehouses. Such initiatives will catapult Indian economy to the league of developed economies in coming decades, says **P.V. Mohan, CEO, Kirby India**.



CT Bureau

What are the key megatrends in Indian warehousing and logistics sector?

The Indian warehousing and logistics sector is experiencing transformation driven by several key megatrends thereby creating opportunities for growth and innovation. Some of these trends include e-commerce growth, technological advancements such as IoT, AI, ML, and Blockchain, infrastructure growth such as Bharatmala and Sagarmala projects, DFCs, PMGS, 3PL and 4PL expansion across tier III & IV cities; GST implementation, NLP, cold chain logistics expansion in rural and tier II and III cities, skill development among others, which are key for future growth of Indian warehousing sector.

What are the benefits from govt initiatives such as PMGS and NLP?

These initiatives are poised to benefit the Indian warehousing sector in the next few years by driving overall economic growth through infrastructure development, enhancing efficiency, increasing global competitiveness, reduction in logistics costs, improving supply chain through streamlines processes, technological integration, and focusing on inclusive development. Usage of green practices such as eco-friendly packaging material, EVs, renewable energy, pre-engineered steel buildings for warehouse building infra will enable us to improve



P.V. Mohan
Chief Executive Officer
Kirby India

sustainability and contribute to environmental conservation. These measures are vital for overall economic growth and the warehousing sector's transformation in the new few years as it will attract significant investment in the manufacturing and warehousing sectors and give a boost to exports. More government initiatives will catapult Indian economy to the league

of developed economies in coming decades.

Will the govt create a conducive climate for automation technology implementation and talent development in the logistics sector?

The sector has undergone a sea change in the past five years, but the adoption of automation technology is low, which is implemented by organised players using Grade A warehouses. With this development, the sector in a short span of time, availability of talent and its development became crucial for overall growth of logistics sector. The government must come up with measures that can create a conducive environment for implementation of automation technology and talent development. Some of the steps for automation include tax incentives and subsidies, loans at lower interest

rates, infrastructure development with digitization, logistics parks with smart warehouses, regulatory guidelines and standards, innovations hubs with R&D set up focusing

“In a short span of time, availability of talent and its development became crucial for overall growth of logistics industry.”

on logistics and supply chain automation solutions, PPP for improving processes and systems, promotional campaigns with respect to benefits of usage of automation technologies, implementation of automation in public warehouses, among others. ✦



Indospace Logistics Park

Global procurement & supply chain conference held in Mumbai

Blue Ocean Corporation held International Procurement and Supply Chain Conference 2024 in Mumbai recently. Sourav Ganguly, Chairman, ICC Cricket Committee, was the chief guest. The theme of the conference was 'India tomorrow: Economic supremacy through supply chain transformation.'



7% YoY growth by Adani Airports, handles 1 million tonnes of cargo

Cargo operations in 2023-24 were driven by commodities such as automotives, pharmaceuticals, perishables, electricals, and engineering goods. This growth solidifies our position as key facilitators in international and domestic air freight operations in India, says **Arun Bansal, CEO, Adani Airports Holdings Limited**.



CT Bureau

Adani Airport Holdings Limited (AAHL) handled one million tonnes of air cargo in 2023-2024. The achievement underscores the airport's operational capabilities and strategic growth in the aviation industry.

Demonstrating solid growth, AAHL facilitated a remarkable 10,13,115 metric tonnes of cargo in last fiscal year, capturing 30.1 per cent market share. This represents 7 per cent YoY growth against the previous fiscal, when the total cargo tonnage was 9,44,912 metric tonnes.

In 2023-2024, AAHL's cargo operations were mostly international—65 per cent. This shows AAHL's efficiency



Arun Bansal
Chief Executive Officer
Adani Airports Holdings Limited

in managing worldwide operations, while maintaining a robust domestic presence. The international cargo tonnage amounted to 6,62,258 metric tonnes, recording a notable 9 per cent YoY growth compared to the previous fiscal's 6,06,348 metric tonnes.

The cargo operations were driven by commodities, including automobiles, pharmaceuticals, perishables, electricals, electronics, and engineering goods.

They were efficiently handled across airports such as Chhatrapati Shivaji Maharaj International Airport (Mumbai), Sardar Vallabhbhai Patel International Airport (Ahmedabad), Chaudhary Charan Singh International Airport (Lucknow), Thiruvananthapuram International Airport, Mangaluru International Airport, Lokpriya Gopinath Bordoloi International Airport (Guwahati) and Jaipur International Airport.

Arun Bansal, CEO, AAHL, said, "We have been consistently setting new benchmarks

for operational efficiency. The cargo terminals have achieved a remarkable milestone, handling over one million tonnes in the financial year 2023-24.

“We have been setting benchmarks for operational efficiency. This record solidifies our position in global as well as domestic air freight.”

This achievement solidifies our position as key facilitators in both international and domestic air freight operations in the country.”

Movements

IBS SOFTWARE India



Somit Goyal has joined as the new Chief Executive at IBS Software. He held leadership roles at Microsoft, SAP, Oracle and AOL. Recently, he served as the President and COO, Plural-sight, where he oversaw product, engineering and GTM functions.

BLUE DART India



Dipanjan Banerjee was appointed as the new COO of Blue Dart. He has 20-year experience in business development and market expansion in express delivery and logistics industry. He was also the Chief Business Officer at Ecom Express.

AISATS India



Sanjay Sharma has been appointed as a Director of Air India SATS Airport Services (AISATS) Board. Sharma brings with him more than 30 years of experience in the real estate/infrastructure, corporate finance and investment banking sectors.

DICV India



C. Muthu Maruthachalam will join Daimler India Commercial Vehicles as President and Chief of Operations and Logistics from August 15. He replaces ex-COO Anshum Jain. He will oversee Operations & Logistics, Manufacturing among others.

HERMES TRAVEL AND CARGO India



Venkat S has joined as new Country Head, Airfreight at Hermes Travel and Cargo. "He and our team are committed to forging links, and curating experiences for our esteemed customers and business partners," stated a LinkedIn Post.

DTDC EXPRESS LTD India



Ankita Tiwari joined as the CHRO in DTDC Express. She brings a wealth of expertise to this new role, aiming to drive HR strategies and initiatives. At DTDC, she will leverage her skills in fostering diversity, equity, and inclusivity at the workplace.

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