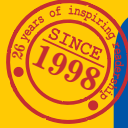


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# NICDC LDB achieves milestone with 75 mn containers tracked

Logistics Data Bank has enhanced India's supply chain efficiency and is becoming a global manufacturing hub. It serves as a single-window container logistics visualisation system with comprehensive tracking using container numbers, says **Rajat Kumar Saini, CEO & MD, NICDC and Chairman, NLDSL.**



**L**ogistics Data Bank (LDB), a key initiative under NICDC Logistics Data Services Limited (NLDSL), has achieved a milestone by tracking over 75 million EXIM containers. This achievement underscores LDB's role in transforming India's logistics ecosystem, providing the sector with visibility and analytics.

"This is a monumental achievement for NLDSL and LDB. Tracking 75 million containers reflects the growing impact of digitalisation in the logistics sector. LDB has enhanced India's supply chain efficiency and is instrumental in becoming a global manufacturing hub. Our commitment remains unwavering in continuing to support the growth of the logistics sector," Rajat Kumar Saini, CEO & MD, NICDC and Chairman, NLDSL, said, commending the achievement.

LDB serves as a single-window container logistics visualisation system, providing comprehensive tracking using



**LDB has seen acceptance within the trade community, with an average of 45 lakh unique container searches per month**

container numbers. This system tracks containers between ports and their hinterlands, including ICDs, Container Freight Stations, port-associated parking plazas, toll plazas, railway stations, industrial corridors, SEZs, and empty yards, during EXIM and domestic journeys. The World Bank's Logistics Performance Index, which ranks countries based

on their logistics performance, has recognised the role of LDB in India's improved rankings. India's Logistics Performance Index ranking improved from 44 in 2018 to 38 in 2023, showcasing the advancements in logistics efficiency driven by LDB's contributions.

LDB has seen widespread acceptance within the trade community, with an average of 45 lakh unique container searches per month. This high usage reflects the system's effectiveness and the value it brings to stakeholders within the logistics sector. LDB's tracking services can be accessed through a single window via [www.ldb.co.in](http://www.ldb.co.in), simplifying the container tracking process. LDB publishes analytics reports, offering insights into metrics such as dwell time, transit time, and comparative performance of various ports and terminals.





# Reduction of logistics costs in two years likely: Gadkari

Government is constructing multiple highways and expressways, which will significantly help in reduction of India's logistics costs. Within two years, we are going to reduce our logistics cost to as much as 9 per cent, says **Nitin Gadkari, Union Road Transport and Highways Minister.**



CT Bureau

**N**itin Gadkari, Union Road Transport and Highways Minister, said, "Within two years, we are going to reduce our logistics cost to 9 per cent. There is a potential for India to export alternative fuels. We are making giant strides in the biofuel sector and aim to make Indian automobile industry come to the top spot in the world."

The Union Minister recently addressed an event



**Nitin Gadkari**  
Union Road Transport and Highways Minister

**“We are making rapid strides in the biofuel sector and aim to make the automobile industry top in the world.”**

organised by NITI Aayog that the ministry is constructing multiple highways and expressways, which will significantly help in the reduction of

India's logistics costs. "Within two years, we are going to reduce our logistics cost to 9 per cent," he said. As per the National Council of Applied Economic for the fiscal year 2021-22, the logistics cost in India was 8.9 per cent of GDP. And the same surged to 14 to 18 per cent of GDP in 2022-23.

"There is a massive potential for India to export alternative fuels. We are making strides in the biofuel sector and aim to make the auto sector top in the world," he added.




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# HANDLING OF HAZMAT during air transport critical

Handling and ferrying dangerous goods require adherence to certain safety protocols and rules to mitigate risks related with it. Proper classification, packaging and labelling are essential to ensure safe transit. Personnel must be trained to recognise hazards, use protective tools, and follow emergency response procedures. Regular audits and risk assessments enhance safety during transportation, ensuring people and environment are protected from potential dangers.









Ritika Arora Bhola

**W**hen we talk about Dangerous Goods, the first thing that comes to our mind is 'Handle with Care', as transportation of these goods is fraught with risk and danger. Even the slightest negligence or delay may pose risks to health, safety, proper-

ty, or the environment. These goods can include explosives, toxic substances, flammable and radioactive materials. In the country, the transportation of dangerous goods presents critical challenges such as regulatory compliance, infrastructure inadequacies, and safety concerns. The country's diverse geography

## Lack of awareness and training among transport personnel can exacerbate safety issues, increasing potential for accidents

as densely populated areas become more vulnerable to incidents involving hazardous materials. Effective management, strict adherence to safety protocols, and continuous training are crucial to mitigating these criticalities in dangerous goods transportation across the country.

**INDIA** speaks to industry leaders who have expertise, knowledge and experience in transporting and handling dangerous goods about the challenges, and recent advancements to expedite efficiency and resiliency of the supply chain.



and varying levels of regional infrastructure can complicate logistics, especially in rural or interior areas.

Risks of mishandling are present despite compliance with regulations set by the Union Ministry of Road Transport and Highways, IATA and ICAO. Lack of awareness and training among transport personnel can exacerbate safety issues, increasing the potential for accidents during transit.

The growing urbanisation and industrialisation in the country heighten the stakes,

### FACT FILE

➔ Growing urbanisation and industrialisation heighten the stakes, as densely populated areas become more vulnerable to incidents involving hazardous materials.





## We accord top priority to training of employees

“ One of the priorities is to enhance our logistics network to reduce risk during transit. We improve the resilience and efficiency of our logistics network by working in collaboration with suppliers and sharing resources amongst enterprises. One of our priorities is to optimise our logistics network to reduce risk during transit. We can improve resilience and efficiency of our logistics network by working in collaboration with suppliers and sharing resources among enterprises. We streamline operations, while maintaining high degree of safety. Priority is given to safety training to our employees to make sure they are equipped to address any issues that may arise during transportation.”



**Keku Bomi Gazdar**  
CEO and MD  
Aviapro Logistic

**Our priority is to optimise our logistics network to reduce risk during transit**

## Ferrying DG in limited quantities reduces risk

“ Conducting risk assessments to identify high-risk areas along transportation routes— accident-prone zones, weather challenges, political instability. Use route optimisation software that aids in real-time traffic, weather, and risk data to choose the safest routes for ferrying dangerous goods. Implement segmentation strategies based on the nature of goods, ensuring DG are transported separately or in limited quantities to minimise potential hazards. For transport, segregation of goods, as per their compatibility, ensure incompatible items, flammable liquids and oxidisers, are never ferried together. Ensure DG is packed using UN-certified packaging meets global safety standards.”



**C.K. Govil**  
Chairman and  
Managing Director  
Activair Airfreight

**Route optimisation software helps in choosing safest routes during traffic**





## Proper packaging to prevent leaks & spills

“ Handling dangerous goods requires strict adherence to safety protocols to prevent accidents and to ensure the safety of our personnel, equipment, and the environment. To maintain our commitment to safety and compliance and to ensure proper compliance, Jeena makes sure that each branch has a DG-certified person to handle DG shipments. While handling DG shipments, Jeena ensures proper classification of goods as per the hazard class with proper labeling and marking to identify the nature of the risk involved. This is followed by proper packaging standards to prevent leaks, spills, or contamination during transportation.”



**Prakash Singh**  
COO  
*Jeena Criticare Logistics*

**Adhering to safety rules ensure lives of employees as well as the material**

## Minimising risks lead to resilient supply chain

“ Optimising a logistics network to minimise risk during transport involves a multi-faceted approach. Strategies include the use of advanced algorithms and GPS technology to identify the most efficient routes. Major factors include implementation of tracking systems to monitor shipments in real-time, gathering data on vehicle condition, cargo status, conducting risk assessments to identify vulnerabilities in the logistics network to minimise risk. Other factors include regularly reviewing risk management strategies. Utilising multiple transport modes to reduce dependency on a single method. By integrating these strategies, we can minimise risks.”



**Afzal Malbarwala**  
Managing Director  
*Galaxy Freight*

**Utilising transport modes to cut dependency on a single method**

## Safety rules vital during ‘port-to-CFS’ for DG

“ At our Container Freight Station (CFS), we have adopted comprehensive safety protocols for managing hazardous goods. The regulations and guidance of various competent authorities such as customs and pollution control boards among others provides the framework. Regular system-based checks and other precautions are followed for dangerous goods’ designated and segregated areas. Safety measures are reinforced in toolbox and other regular meetings thereby promoting a culture of vigilance and zero-tolerance for non-compliance. To minimise risks, we work closely with our air transport partners and reiterate process adherence during the ‘port-to-CFS’ transit phase.”



**Rahul Acharekar**  
Assistant Vice President  
Operations  
*Allcargo Terminals*

**We enforce safety measures in toolbox and other regular meetings**



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and Temperature  
monitoring System





## Chance of human error in DG is major risk factor

“ Minimising risk in DG transport is about building a strong and smart safety net. The first thing we need is clear SOPs and Service Level Agreements. These act as the foundation, making sure everyone involved—be it shippers, ground handlers, among others in the logistics chain—follows the safety guidelines. But real-time tracking and monitoring systems are game changers. With these in place, we can resolve issues before they escalate. Whether it is IATA or GSSAs, having the right certifications for handling DG ensures everyone knows the safety needs. This reduces the chances of human error, a major risk factor in the logistics of hazardous materials.”



**Kritika Seth**  
Head, Business Development  
Allied Aviation

**The right certifications for handling DG reduces chances of major errors**



## Labelling, documentation slashes scope of exposure

“ To minimise risk during transport, logistics networks can adopt advanced technologies to ensure vehicles and equipment are in optimal condition. Precise location technologies help reduce risk of missing deliveries, while automation avoids delays and breakdowns. Investing in workforce training on safety protocols and risk management enhances operational efficiency and helps mitigate potential risks throughout the supply chain. To ensure safety, Blue Dart employs screening tech that can detect dangerous items during transportation. Labelling of goods and documentation is needed to provide transparency about the shipment’s contents.”



**Vikram Mansukhani**  
Chief of Operations  
Blue Dart Express

**Investing in workforce training helps mitigate risks throughout the supply chain**







## We keep designated areas for DG to enhance safety

“Our teams are trained in IATA rules, which governs the transportation of DG worldwide. This training is complemented by sessions on Material Safety Data Sheets, keeping our team well-informed about the safety protocols for various products. In our warehouses, products are segregated based on compatibility, adhering to Australian Dangerous Goods and Globally Harmonised System standards. This segregation minimises the risk of hazardous reactions, creating a safer environment for all. To enhance safety, we maintain designated areas for storing HAZMAT. This segregation helps prevent contamination.”



**Gubba Kiran**  
CEO  
Gubba Cold Storage

**IATA training is complemented by periodic sessions on Material Safety Data Sheets**

## Improper identification of DG is main problem

“There is a global regulatory framework for handling and transportation of DG with UN Model recommendation for safe transportation of DG, regulations are IMDG code for ocean cargo and ICAO Technical Instructions for air, based and aligned with IATA DGR. India has ratified both these regulations for application in India. Based on these regulations, airlines and shipping have their system aligned in order to ensure DG transportation is handled properly. But we need to understand, the problem arises from what is not declared as DG. Lack of risk assessment, requiring expertise for ferrying, is the main challenge.”



**Radharamanan Panicker**  
Managing Director  
Dangerous Goods  
Management India

**There is a proper framework of rules every country must adhere to**

## Mock drills are held to test team's awareness

“Safety measures for handling DG include key elements to ensure a secure warehouse environment. Compliant warehouse designs feature trenches to direct chemical spills into containment pits and areas for managing damaged goods. Facilities, such as those operated by Rhenus, are equipped with firefighting systems and emergency response tools, supported by Emergency Response Plans. Storage layouts are planned to keep non-compatible products segregated in specific zones. Rhenus warehouses has a containment pit, serving as a safety measure to prevent dangerous goods from contaminating the environment, or posing risks to workers.”



**Rajesh Gupte**  
Manager  
National Operations  
Rhenus Logistics India

**Storage areas are planned to keep non-compatible products in specific zones**



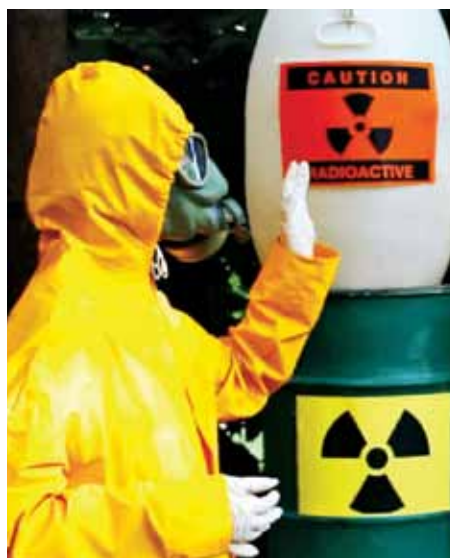
## Warehouses to cut risk to products during transit

“ To optimise our logistics network and minimise transport risks, we are establishing a network of warehouses nationwide. This initiative enhances our contingency management capabilities, allowing for the storage of shipments close to their delivery points and safeguarding product quality during unforeseen events. We are also expanding into tier II cities, creating a pan-India network of clients and vendors to enhance operations. Heavy investments in advanced technology for transportation and warehouse management will enhance efficiency and reduce product wastage. We are streamlining processes and improving handling practices.”



**Swarup Bose**  
 Founder & CEO  
 Celcius Logistics

**Investment in tech and warehouse management will enhance safety of DG**



### AT A GLANCE

- Risks of mishandling are present despite compliance with rules set by the Transport and Highways Ministry, IATA and ICAO.
- DG transportation presents challenges such as compliance with rules, infra inadequacies, safety.
- India's varying levels of regional infrastructure can complicate logistics in rural or interior areas.

## HAZMAT training for handlers vital for transit

“ The industry's need for safe chemical storage and handling solutions has led to the creation of CHEMSTORE by V-Logis for DG, adhering to global standards. CHEMSTORE ensures proper segregation of HAZMAT, climate-controlled storage, and clear labelling supported by MSDS documentation. Staff are imparted training in handling, safety, and emergency response. Equipped with advanced fire suppression systems, CHEMSTORE prioritises human health, environmental protection, and efficiency, setting a new benchmark for chemical warehousing solutions. Our hands-on approach ensures employees retain safety protocols with thorough safety assessments.”



**Mahendra Shah**  
 CMD  
 V Trans

**Staff are trained in handling, safety, and emergency response**



# From ice to insights: Technology boosting cold storage efficiency

Cold Storage facility by Bobba Logistics is answer to twin challenges in supply chains: nature of commerce and the growing demand for faster deliveries. To meet these challenges, our cold storage solutions focus on providing services enhancing supply chain agility, says **Chandrakala Bobba, Director, Bobba Group.**



**Chandrakala Bobba**  
Director  
Bobba Group

To meet the rising demands of e-commerce and quick commerce, we have worked on providing quicker turnaround times and efficient operations by ensuring the following:

## BEING MORE THAN JUST A WAREHOUSE:

We are more than pallets and square feet. It is not just the size of the box, but the variety of services that are offered within the box that matter. From inventory management to Smart Stacking, flexible payment and storage options to cross dock and quick turnaround time, Bobba Logistics offers a host of ser-

vices that ensure businesses are always ahead of their game.

## LOCATION IS KEY:

Micro-warehouses and cold storage in the proximity of airports and city limits similar to our cold zone storage facility are essential to reduce delivery times, with services such as pick, pack, and ship becoming standard offerings.

## QUICKER TAT:

With a micro facility and cross-docking advantages, we ensure the quickest TAT for our customers. This enables faster movement of goods and services in the shortest possible timeframe, highlighting the efficiency of our operational planning and standard operating procedures (SOPs).

## OPTIMISING STORAGE THROUGH TECH:

- Internet of Things (IoT) sensors enable real-time monitoring of critical conditions such as temperature and humidity, helping facilities maintain efficiency
- Data loggers provide historical data analysis for product transit and storage, ensuring accountability at every stage

- Building management systems (BMS) enhance energy efficiency and prolong equipment life, thereby reducing downtime and passing cost savings on to customers

## PRIORITISING SUSTAINABILITY:

By adopting practices such as condensation reuse, recycled plastic pallets, and eco-friendly packaging, we ensure a sustainable supply chain solution.

Solar power and waste reduction initiatives, including recycling and proper disposal of waste materials, contribute to a greener, more efficient operations.

This comprehensive approach to advanced technology and sustainability ensures that cold storage facilities meet the evolving demands of the supply chain industry.

**GDP certified:** Our warehouse meets good distribution practice (GDP) standards for ensuring the safe handling of the products.

**Stringent SOPs:** We maintain strict SOPs from the entry as well as the exit of the products

from the cold storage warehouse, ensuring consistency and quality throughout the process

Consistent housekeeping and maintenance: Routine cleaning and maintenance practices are in place to ensure a safe, efficient, and hygienic environment

**Micro-warehouses and cold storage near airports and city limits storage facility are essential to reduce delivery times**

**Temperature and alarm monitoring:** We regularly monitor temperature and have alarm systems to detect any issues and maintain optimal storage conditions.

**Robust safety systems:** Comprehensive safe protocols have been implemented to ensure the protection of both products as well as the personnel.

**Precise temperature monitoring:** Temperature levels are closely monitored and tracked as well as recorded in order to ensure consistency and providing detailed records for transparency.

**Optimised location and access:** Products are stored in designated locations in a bid to streamline inventory management thereby allowing accurate tracking and monitoring of product expiration.





# Tech to improve security against cyber-attacks

Cyber-attacks pose threats, targeting sensitive data and disrupting logistics operations. These attacks can lead to data leaks, financial losses, and operational delays, impacting customer trust and supply chain efficiency. Companies must invest in cybersecurity measures, employee training, and response strategies, ensuring resilience of their operations in the face of evolving cyber-threats.









Ritika Arora Bhola

Recent cyber-attacks in air cargo and logistics sector have made stakeholders apprehensive of what is coming next. Of late, data thefts, ransomware attacks, phishing, data breaches, supply chain attacks, malware infections have become commonplace. To overcome this pestilence, the industry is heavily investing in integrating cutting-edge security technologies, which can reduce the risks of cyber-attacks and safeguard air cargo operations. Cyber-attacks in the industry pose significant threats, targeting sensitive data and disrupting logistics operations.

As the sector increasingly relies on digital systems for booking, tracking, and inventory management, it becomes vulnerable to breaches, ransomware, and phishing

## Cyber-attacks can lead to data leaks, losses, and delays thus impacting customer trust and supply chain efficiency

attempts. These attacks can lead to data leaks, financial losses, and operational delays and impact customer trust and supply chain efficiency. To combat these risks, companies must invest in strong cybersecurity measures, employee training, and response strategies, to ensure resilience of their operations in the face of evolving cyber-threats.

Cyber incidents cause more than just delivery delays


and loss of trust. As digital activity increases in logistics, so does cybercrime, like how street crime rises with population growth. Cybercriminals are now targeting the logistics industry due to its critical role in global trade. In recent years, several well-known companies have been attacked by cybercriminals. A cyber-attack does not just stop operations—it can lead to financial losses.

Companies must spend a lot of funds to restore systems and improve security to prevent future attacks. The cost of recovery is high for businesses lose both income and customers, while trying to reinstate online services.

Cyber-attacks can damage a company's reputation. Customers and partners expect fast and secure deliveries. Businesses that suffer cyber-attacks also suffer a loss of rep-

utation, which makes customers look for alternate solutions.

In an industry where reliability is key, a single attack can affect the supply chain, making business partners rethink relationships. Today's cybercriminals are even more dangerous. They do not just want to stop operations but are also trying to steal sensitive data, intellectual property, or take over entire logistics networks. This puts both the firm and its clients at risk, causing damage far beyond a temporary shutdown. By fostering cybersecurity awareness, ensuring regular training for employees, and integrating cutting-edge security technologies, air cargo and logistics firms can reduce the risks of cyber-attacks and safeguard their operations.

 speaks to the industry leaders about the threat and solutions.

Contd. on next page ►





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D2C Insider Regional CXO Meet serves as a splendid platform for founders, CXOs, and investors belonging to the Direct-to-Consumer (D2C) ecosystem to convene and foster cordial relationships in a relaxed ambiance. These meetups are designed to bring together the regional ecosystem and facilitate learning, networking, and building valuable connections. With a formidable attendance of over 200 founders, CXOs, and investors, the event provides ample opportunities for attendees to engage in meaningful conversations and establish fruitful relationships.





## Regular security audits, staff training crucial

“ To combat frequent data breaches and cyber-attacks in air cargo and logistics, firms should invest in advanced encryption technologies, implement robust access controls, and utilise AI-powered threat detection and predictive analysis systems. Adopting a zero-trust architecture can secure sensitive data by verifying every access attempt. Regular security audits and employee training are crucial. We have found a multi-layered approach combining tech solutions with human vigilance is an effective method for cybersecurity. These include financial losses, damage from ransomware attacks, regulatory penalties for data protection failures, and compromise of aircraft safety systems. There is also the long-term reputational damage that can impact business relationships and market position. To enhance cargo safety and cybersecurity, the industry needs to update security protocols to address emerging threats and implement IoT security measures for connected cargo systems, among others.”



**Amit Maheshwari**  
 Founder and CEO  
 Soflink Global

**Multi-layered approach combining tech with vigilance is effective for cybersecurity**



### AT A GLANCE

- Companies must spend a lot of funds to restore systems and improve security to prevent future attacks.
- To combat these risks, firms must invest in strong cybersecurity measures, employee training, and response strategies.
- Cybercriminals are now targeting the logistics industry due to its critical role in international trade.

## Employees must be careful opening mail attachments

“ We focus on implementing a high standard of compliance, including ISO 27001 and SOC2 certification, to strengthen data protection. Vulnerability assessments, paired with access controls and Azure’s secure cloud infrastructure, ensure digital systems remain resilient against attacks. Cyber-attacks expose businesses to many risks, including financial losses due to ransomware. Penalties for failing to comply with data protection laws can be significant, adding to the financial strain. System outages can lead to supply chain disruptions, resulting in delayed deliveries, impacting service-level agreements. Intellectual property theft can put businesses at a disadvantage. Employees must be vigilant about opening attachments or clicking links from unknown sources—common entry points. Compliance with standards such as CMMI, ISO 27001, SOC1 and SOC2, along with data encryption protocols, strengthen our security framework.”



**Gautam Mandal**  
 CEO, Octolooop  
 CargoFlash

**System outages lead to supply chain issues, leading to delay in deliveries**

Contd. on next page ▶



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## Security rules updates, periodic VAPT necessary

“ Beyond disrupting operations and delaying deliveries, cyberattacks can lead to financial losses, and regulatory penalties. Hackers is likely to target operational systems, causing cargo misrouting, tampering with shipment information, or enabling physical security breaches. Hans Infomatic’s solutions emphasise operational efficiency and cybersecurity measures to mitigate these risks, protecting logistics operations and customer data. Strengthening cargo safety and cybersecurity needs a multifaceted approach. Companies must implement firewalls, regular security audits, employee training programmes, and access controls. Companies should make efforts to conform to ISO 27001:2022 protocols and have periodic Vulnerability Assessment and Penetration Testing and application security audit. We integrate cybersecurity best practices into our software solutions in to ensure secure data handling, thereby enhancing safety and trust in air cargo logistics systems. It is high time companies invested in cybersecurity measures so that sensitive sensitive data is not hacked.”



**Parvinder Singh**  
Managing Director  
Hans Infomatic

**Collaborative efforts with experts and updates about security rules necessary**



### AT A GLANCE

- Firms must strive to conform to ISO 27001:2022 protocols and conduct Vulnerability Assessment and Penetration Testing, APS and AUS.
- Cyberattacks can compromise integrity of supply chains, creating inefficiencies impacting logistics processes globally.
- Technology such as hyperledger and blockchain create protective layers, ensuring data integrity.

## Stolen operational data can create inefficiencies

“ A critical step is to adopt cloud-based platforms that offers security protocols, such as multi-layered authentication, rights-based access control, and encrypted communication channels. Having a security policy and ensuring compliance with global cybersecurity standards is essential. Tech such as hyperledger and blockchain create protective layers, ensuring data integrity. For instance, CCS provide a centralised, secure platform for real-time data exchange among stakeholders. Cyberattacks can compromise integrity of supply chains, creating inefficiencies impacting logistics processes globally. Sensitive shipment data may be stolen or corrupted, leading to regulatory scrutiny and other legal ramifications. Enhancing air cargo safety and cybersecurity requires a multifaceted approach. Implementing CCS offers a robust and strong solution by ensuring encrypted data exchange and multi-factor authentication. Compliance with data protection regulations or rules, such as GDPR, and proactive monitoring of systems for suspicious activity are the main crucial measures to fortify cybersecurity.”



**Suneet Gupta**  
SVP & Global Business  
Development Head  
Kale Logistics Solutions

**Security policy and compliance with global cybersecurity standards is essential**



Contd. on next page ▶





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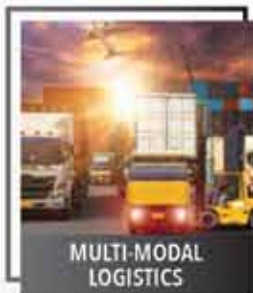
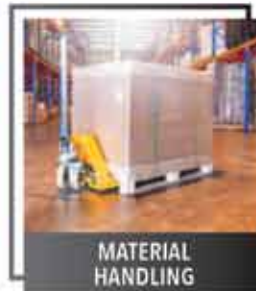
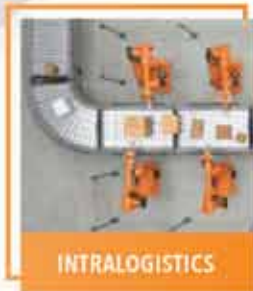
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## Insider threat can be more dangerous to operations

“ Natural disasters, geopolitical instability, or sudden changes in regulations can interrupt the entire supply chain, leading to delayed deliveries or mis-routed cargo. As logistics firms rely on IoT sensors for real-time tracking of cargo, their failure or malfunction can result in lost shipments, inaccurate tracking, and failure to meet regulatory compliance standards for temperature-controlled goods. Unauthorised access to cargo facilities, airports, or transportation vehicles can result in the theft or loss of goods. Insider threats from employees or contractors who may have access to restricted areas pose a real physical risk to operations. Inaccurate data entry or system glitches can corrupt cargo records, causing operational disruptions and financial losses. Social engineering attacks, such as phishing can manipulate staff into providing login credentials or other sensitive information. To enhance cargo safety, a layered approach is necessary, integrating advanced technologies, employee training, and regulatory compliance. Implement multiple layers of security controls for ensuring even if one defence is compromised, others remain intact to mitigate the risk.”



**Kartik Sharma**  
expert on Artificial Intelligence

**Phishing can use staff into giving login credentials or other information**



### FACT FILE

- **Encrypting sensitive data ensures that even if breached, the information is rendered useless.**
- **It is must to implement multiple layers of security controls for ensuring even if one defence is compromised, others remain intact to mitigate the risk.**
- **In an industry where reliability is key, a single cyber-attack can affect the entire supply chain.**

## AI, ML can enable staff for detecting threats

“ To strengthen both cargo safety and cybersecurity, the following key actions are essential. Security must be embedded into digital systems from the initial development phase, not treated as an afterthought. Regular updates to systems and software are critical to safeguard against evolving threats. Implementing AI and ML can enable logistics companies to detect and respond to cyber-threats in real-time, providing proactive protection. A well-informed workforce is vital. Employees should be trained to recognise risks and understand best practices for minimising exposure. Education and awareness are key to maintaining defence. Businesses must implement security measures, such as two-factor authentication and stringent password policies. Encrypting sensitive data ensures that even if breached, the information is rendered useless. Contingency plans should be established to ensure a swift response to any cyber-attacks. By integrating these actions, companies can significantly enhance cargo safety and cybersecurity, mitigating the risks of operational disruptions and data breaches.”



**Ramnath Sabari**  
Senior Manager  
Unisys Cargo Solutions

**Companies should not treat safe cybersecurity measures as an afterthought**



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# FFFAI organises 61<sup>st</sup> AGM to address industry issues

FFFAI recently concluded its 61<sup>st</sup> AGM. **Dushyant Mulani, Chairman**, says its education wing is geared up to ensure they produce budding entrepreneurs through their various educational models. Govt has rolled out research papers with respect to trade facilitation measures, like faceless assessments, he adds.

 CT Bureau

The Federation of Freight Forwarders' Associations in India (FFFAI) concluded its 61st Annual General Meeting (AGM) on 30 September 2024 in New Delhi.


The grand event was attended by government officials, logistics industry leaders, and representatives from various

trade associations and Chambers of Commerce. The AGM was preceded by FFFAI's 7th Executive Committee meeting, hosted by the Noida Customs Brokers Association, which saw a robust participation from the federation members discussing trade issues and potential solutions.

The open house discussions were conducted by San-

jay Swarup, CMD, CONCOR, Akhil Khatri, Principal Commissioner of Customs, ICD Dadri, Union Finance Ministry, Surendra Ahirwal, Joint Secretary, Union Commerce & Industry Ministry, R. Lakshmanan, Joint Secretary, Union Ports, Shipping & Waterways Ministry, Piyush Srivastava, Senior Economic Advisor, Union Ministry of Civil Aviation (MoCA), Sagar Kadu, Director,

Logistics, Union Commerce & Industry Ministry, and Rekha Raikar Kumar, Member (Finance), Land Port Authority of India, MHA.

The session also included addresses from industry veterans such as Sanjiv Edward, CEO of Cargo & Logistics, GMR Group; and Sharad Srivastava, Commissioner of Customs (retired). 









# ‘Industry needs skilling, automation, capacity building’

The terminal handled 465,000 MT of domestic and global cargo, and we are on track to exceed half a million tonnes in the current fiscal, with growth driven by e-commerce. To accommodate demand, we expanded warehousing facilities, says **Kamesh Peri, CEO, Celebi Delhi Cargo Terminal Management India.**



Ritika Arora Bhola

## What are the bottlenecks in ground handling processes?

The bottlenecks in cargo handling include ageing infrastructure, lack of integrated digital systems, and the challenge of navigating regulatory complexities. Many airports, particularly smaller ones, operate with limited or outdated handling infrastructure, which can lead to delays. Fragmented manual procedures, especially in cargo documentation and customs, contribute to operational inefficiencies. For example, delays in obtaining regulatory approvals or cumbersome regulatory processes can result in cargo bottlenecks, slowing down supply chain flows and increasing costs for logistics providers.

It is high time the industry adopted digitised and streamlined processes to reduce paperwork and speed up customs clearance. Collaborative efforts between industry players and regulatory authorities are crucial for harmonising procedures across the board, thereby enhancing efficiency and throughput in handling.

## Do you have staff trained in latest equipment and procedures?

Training is not just a one-time effort; it is a continuous process. Our teams are trained to handle a variety of cargo types, including commodities such as pharma and perishables that require knowledge of temperature control systems and

delicate handling procedures. For example, our employees have been trained in modern material handling equipment, warehouse management system and industry & regulatory compliance needs. This improves efficiency, ensures accuracy and transparency in the handling process.

We conduct regular simulations and workshops, particularly for cargo handling equipment such as forklifts, ETV and MHE to ensure that our employees are adept at using these technologies with safety and precision. Besides, we focus on continuous skilling of our talent and function as a centre for future ready skills. Our Training Academy has plethora of inhouse built capability development programmes over a digital platform and covers soft skills as well.



**Kamesh Peri**  
CEO, Celebi Delhi Cargo Terminal Management India

“Inordinate delays in obtaining regulatory approvals or cumbersome regulatory processes can result in cargo bottlenecks.”

## What steps are in place to ensure safety during handling operations?

Safety is embedded in each aspect of handling operations at Çelebi, by adhering to global and local regulatory safety standards and investing in safety technologies. Our cargo handling operations follow industry recognised safety protocols, such as the IATA Safety Audit for Ground Operations, ensuring every step of the process—is managed with the highest safety standards. For example, our use of automated systems minimises chances of human error, reducing the likelihood of accidents or damage to sensitive cargo. We have a real-time monitoring system in place to track cargo movements and equipment performance to quickly identify and mitigate potential safety risks. Another safety measure







## FACT FILE

- We conduct regular simulations and workshops, particularly for cargo handling equipment to ensure that our employees are adept at using these technologies.
- These advancements, position Celebi to manage more volumes and ensure we remain a key player in the evolving ground handling market.
- Digitisation has allowed Celebi to streamline its processes, enabling faster TAT and improve overall efficiency.

is our frequent staff training on health and safety protocols, such as wearing proper PPE and following operational checklists before and after every cargo movement. We have integrated safety features into our ground equipment, ensuring that operations are safe and efficient.

### Do you have infrastructure and capacity ready to meet growing demand?

We have scaled infrastructure to meet the growing demand in the sector. For instance, in

## This is testament to our capacity to handle today's demands & gear up for future growth as volumes surge

FY 2023-24, our Delhi cargo terminal handled 465,000 MT of domestic and global cargo, and we are on track to exceed half a million tonnes in the coming years. This is testament to our capacity to handle today's demands and prepare for future growth as volumes surge, driven by e-commerce and pharma. To accommodate it, we have expanded our warehousing facilities, invested in latest handling equipment. The focus on digitisation has allowed us to streamline our processes, enabling faster turnaround time and improve overall efficiency.

These advancements, position Celebi to manage more volumes and ensure we remain a key player in the rapidly evolving ground handling market. By aligning our infrastructure development with industry trends, we are confident in our ability to handle demand surges, particularly as India moves towards its aspirational goal of handling 10 million MT of air cargo by 2030. ↴







# Demand-driven production to LMD: FMCG logistics altered

**CARGOTALK** has collaborated with Triton Logistics & Maritime (Abrao Group Company) to present series of podcasts, which are titled ‘TriNext.’ Jitendra Srivastava, CEO, Triton Logistics & Maritime moderated the inaugural podcast, while Anil Mishra, Head, National Logistics, Pladis Global, was the speaker.

**CT Bureau**

The FMCG industry is the fourth largest sector of the Indian economy. Right from US\$145 billion industry in 2022, it rose to US\$165 billion in 2023 and with a cumulative growth rate was 21.6 per cent. This industry is poised to become a US\$600 billion industry in 2027, leading to become a thousand (2:05) billion industries in 2032.

In fact, the growth of Indian FMCG sector is faster than the international growth in the FMCG sector. There are

several factors responsible for this growth, including government initiatives and policies, burgeoning rural market and youth population, global brands entering India and the rise of e-commerce platform.

To leverage that, Fast Moving Consumer Goods (FMCG) companies are integrating AI across the entire value chain, right from producing to distribution, investing into smart contracts and blockchain traceability to address supply chain bottlenecks. This session also highlighted the insightful and significant points about the discussion.

## CURRENT TRENDS

The FMCG logistics sector in India has transformed after Covid-19. The industry started manufacturing products as per demand, this was when the pandemic was at its peak. For

**The industry started manufacturing products as per demand, this was when Covid-19 was at its peak**

example, retail brand, ZARA, started manufacturing face masks and hand gloves. Pladis Global was no different—we observed and analysed the demand and market conditions, accordingly, invested in innovation and timely deliveries. We cater to the food sector, so last-mile delivery played a crucial role for us. We ensured timely delivery by investing in supply chain robustness and resiliency. Our staff was active, our warehouses were operating 24x7. We were doing exports. The only lesson we learnt during the crisis was, we must have a Plan B ready to deal with any unfore-





(L eft) Jitendra Srivastava, CEO, Triton Maritime & Logistics and (Right) Anil Kumar Mishra, National Logistics Head, Pladis Global

seen crisis, Anil Mishra, Head, National Logistics, Pladis Global, said.

He said, cent per cent digitalisation became the lone option to survive during those challenging times. The industry understood the crucial role of technology to understand and analyze the demand and started adopting various advanced technologies such as AI, ML, Block Chain, Data Science. It was during the pandemic that technology started growing at a faster pace and will continue to do so.

### LAST-MILE DELIVERY

Last-mile delivery (LMD) has become super critical. As they say, avshakta hi aavishkar ki janani hai. A decade ago, this was not the scenario. e-commerce has grown immensely in the past one decade. Back then, customers would wait for one week to get their products, but now the trend is either same day or next day deliveries. But for FMCG, it is hardly 10 minutes delivery.

This trend has levelled up the production and distribution activities, and LSPs play a crucial role when it comes to distribution, they use all sorts

of modes available to transport the goods on time, be it road, rail, air or sea. Competition is high. Customers go for brands promising same day deliveries. This is possible with robust, compliant and efficient supply chain. Brands have also been focusing on re-branding and innovating their services to satisfy customers.

### CURRENT BOTTLENECKS

Last-mile deliveries, distribution, and high costs, I would

**“If a product or products are not available in a certain city then delivering them becomes a challenge.”**

say, are the biggest challenges in this sector, Mishra said. If we talk about domestic distribution, or imports there are

different set of challenges. If a specific product or products are not available in a certain city, especially remote locations, then delivering them becomes a challenge. There is huge distribution cost involved, which every manufacturer bears. So sometimes it becomes challenging for us to how to make customers happy by increasing the product's supply. In such situations, we re-design our network and distribution strategies. In some cases, profitability







issues are also there because of which product is not supplied to that location. For cold chain products, maintaining temperatures throughout is still a challenge. We still cannot receive ice-creams in a perfect condition especially during peak summers.

**GLOBAL FMCG STATUS**

During the pandemic, we faced several challenges and setbacks. We could not export our products for months and there also was shortage of inventory and staff, which impacted our freight. After Covid-19, things became slightly better, we regained our business in foreign countries, we increased our production levels, but then there were other crises such as Russia-Ukraine war, which impacted our business. Our containers lay for days at the ports, the cost was high and there were huge delays. Next was Suez Canal crisis, which also did not let business move smoothly for us. We could only think of best contingency plans to deal with such situations. The global trade was down, no doubt but few domestic issues also emerged during that time such as Kisan Andolan (farmers’ strike), which continued for months. During such disruptions, as an LSP, we look for solutions, understand your products, know your KPIs and then deliver it accordingly. The brand’s image is at stake, so it is important responsibility of the LSPs to come up with out-

**The future is bright, because urbanisation is increasing. Digitalisation will grow by leaps and bounds**

of-the-box solutions and ensure timely deliveries despite disruptions, he added.

We at Pladis Global have different set of customers. Our products are liked by women, children and elderly. To meet

their expectations, our team does proper R&D, understand and analyse consumer behaviour, market trends and then based on that, we develop our products. During the pandemic, everyone looked for the healthier options, so we started producing McVitie’s Digestive High Fibre biscuits.

**GOVT INITIATIVES**

Today, logistics industry has got its well-deserved recognition globally. The government has introduced initiatives such as, Prime Minister Gati Shakti, NLP and Make in India, among others to boost trade, but implementation and execution matters.

The government is also actively supporting sustainable developments, which is noteworthy.

**OUTLOOK**

The future is bright, because urbanisation is increasing, and e-commerce is driving growth. Digitalisation will grow by leaps and bounds. In fact, the rural penetration is also high. Products are reaching out to the hinterlands. When the products move from the urban area to rural area, new network and route optimisation increases. Sustainability is the key. Focus is more on delivering products without impacting the environment. 🌱







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# Cutting-edge technology to streamline cargo operations

Digitalisation in air cargo has become an important strategy in today's industry to conduct efficiency, so also saving time, says **Nari Katgara, Director, Jeena Global**. Such advancements streamline our operations and enhance our relationships with clients and partners, he adds.



Charmaine Fernz

## How can digital technology improve supply chain for cargo firms?

In today's dynamic and inter-connected global market, the integration of digital technology has evolved from a competitive advantage to an absolute necessity. Transparency and efficiency are paramount, for compliance and for fostering trust and ethical practices. At Jeena and Company, we recognise the importance of these advancements, which is why we are implementing cutting-edge solutions.

One such initiative is our J5 platform, representing the 5<sup>th</sup> generation, built on a new technology architecture and seamlessly integrates AI-powered customs house agent software. This integration automates the digitisation, signing, and uploading of PDF documents to external portals, while real-time tracking with-

in our ERP system has enabled us to reduce lead times from 30 minutes to a mere three minutes. Such advancements not only streamline our operations but also enhance our relationships with clients and partners, positioning the firm at the forefront of the industry.

## Which digital tech is most relevant to the companies?

All innovations are important, each serving a purpose of its own. But when considering cargo firms, I believe the most relevant is AI. It excels in predictive analytics, automation, and decision-making, offering advantages in optimising ops, reducing costs, and enhancing service reliability. Its ability to analyse vast data sets, automate complex tasks, and provide real-time insights makes it superior to technologies, which may have limitations in scalability and integration. AI aligns with strategic goals by driving efficiency and enabling adaptation to market changes.



**Nari Katgara**  
Director  
Jeena Global

## What are the challenges in cargo ops digital technologies can address?

Current challenges in cargo logistics, such as managing complex operations, reducing delays, and enhancing supply chain visibility, can be addressed by digital technologies. Innovations such as route optimisation, digital tracking systems, and data analytics streamline operations by improving decision-making and optimising performance.

However, despite the availability of these tech solutions, adoption remains slow due to the time-consuming nature of implementation and the investment required. For

**“Logistics challenges like managing complex ops, reducing delays, can be resolved by digital technologies.”**

companies embracing these advancements, the rewards include reduced costs, improved efficiency, and enhanced customer satisfaction. Integrating these technologies help firms align with strategic goals and stay competitive in an evolving market.

## How can digital technology improve collaboration between stakeholders in the cargo ecosystem?

Digital technology enhances collaboration in the cargo ecosystem by enabling real-time data sharing and communication. For example, cloud-based platforms allow stakeholders to access and update shipment information, ensuring everyone is aligned. This real-time exchange is crucial for it reduces delays, minimises errors, and creates an efficient supply chain. Collaboration improves operational efficiency and strengthens ties between stakeholders, leading to better service delivery and a resilient cargo network. ↴





# Navigating cargo future through innovation and collaboration

The CLEARVIEW Summit 2024 hosted by Kale Logistics Solutions on 18 to 19 October 2024 at Istanbul, Turkey brought together leaders from the air cargo and logistics industry from eight countries to discuss critical issues, including air cargo collaboration, e-commerce, AI and sustainability.

Participants addressed the growing importance of data in logistics, focusing on challenges related to data protection, quality, and security risks. Real-time data was highlighted as essential for improving supply chain efficiency and agility. A SWOT analysis suggested leveraging strengths such as cost efficiency and real-time availability while addressing weaknesses such as data quality and dependence on third parties.

## COLLABORATION VS CONFRONTATION

The panel explored collaboration within the industry. While Europe was noted for its structured processes, regions like the Indian subcontinent face significant operational challenges. Participants called for a more community-driven approach, advocating for Cargo Community Systems (CCS) that offer transparent data sharing and better coordination among stakeholders. The central theme was the global implementa-

tion of CCS to streamline logistics and ensure efficient data exchange. A top-down approach, starting with local communities and expanding nationally, was recommended. CCS were viewed as crucial for creating win-win scenarios for all stakeholders, improving transparency and efficiency.

**The summit underlined need for collaboration, innovation, and investment in both infra and sustainability**

## E-COMMERCE AND AIR CARGO

e-commerce was highlighted as a driver of air cargo growth, accounting for 80 per cent of cross-border shipments. Projections suggest e-commerce will make up 30 per cent of air

cargo volumes by 2027. The discussion emphasised the need for scalable, agile logistics solutions to accommodate this growth, with China playing a key role in global e-commerce supply chains.

## SUSTAINABILITY IN AVIATION

A focus of day II was aviation's role in global sustainability. Aviation contributes 2 to 3 per cent of carbon emissions, but its impact receives disproportionate public attention. Despite improvements in fuel efficiency, the rise in flight numbers has offset this progress. Public sentiment around 'flight shame' and aviation's environmental impact remains a challenge for the industry.

## CAPACITY CONSTRAINTS

With e-commerce continuing to expand rapidly, concerns were raised about the capacity of air and ground infrastructure. Existing airport warehouses and cargo hubs

are nearing capacity, and more investment in IT systems, automation, and warehousing is required to meet future demand. Regional import-export imbalances further exacerbate capacity challenges.

## SUSTAINABILITY CHALLENGES

The panel discussed difficulties of meeting next gen goals by 2050. While electrification and SAF offer potential solutions, the tech for full decarbonisation is still underdeveloped. SAF remains expensive and limited in availability, leaving the industry's long-term sustainability plan uncertain.

## CONCLUSION

The summit underlined need for collaboration, innovation, and investment in both infra and sustainability. Recommendations include improving data quality through CCS, expanding warehousing and automation to handle growing e-commerce volumes, and giving pace to development of SAF to meet climate goals.





# ACCD hosts Diwali celebration for its members & families

Air Cargo Club of Delhi (ACCD) recently hosted Diwali celebration for the the air cargo and logistics fraternity members and their spouses. From spectacular musical performances to delicious food, the members and the industry stakeholders had a gala time together.





# Uniworld Logistics' new brand identity

Uniworld Logistics hosted an event to announce its rebranding as 'The World's Trusted Logistics Partner Since 2002.' This rebranding marks a milestone in the firm's journey, reflecting its commitment to empowering India and beyond with innovative and reliable logistics solutions.





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# Estimates for selected major commodities for Sept 2024

## Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		SEP'23	APR'23-SEP'23	SEP'24	APR'24-SEP'24	SEP'24	APR'24-SEP'24
1	Tea	82.59	387.79	87.32	443.02	5.73	14.24
2	Coffee	90.40	631.20	157.97	932.04	74.75	47.66
3	Rice	555.81	5296.58	694.35	5120.43	24.93	-3.33
4	Other cereals	25.74	379.35	16.16	100.13	-37.23	-73.60
5	Tobacco	136.75	709.60	206.36	985.73	50.90	38.91
6	Spices	264.31	1949.71	334.77	2092.25	26.66	7.31
7	Cashew	20.24	157.56	20.69	138.58	2.23	-12.04
8	Oil Meals	107.19	786.02	121.13	695.39	13.00	-11.53
9	Oil seeds	63.35	654.23	72.68	628.05	14.73	-4.00
10	Fruits & Vegetables	257.09	1608.88	278.63	1691.98	8.38	5.17
11	Cereal preparations & miscellaneous processed items	229.85	1390.25	264.91	1541.32	15.25	10.87
12	Marine Products	753.97	3803.88	632.71	3384.52	-16.08	-11.02
13	Meat, dairy & poultry products	398.30	2091.64	429.56	2239.36	7.85	7.06
14	Iron Ore	222.62	1503.04	93.52	1088.84	-57.99	-27.56
15	Mica, Coal & Other Ores, Minerals including processed minerals	398.52	2301.88	374.73	2253.47	-5.97	-2.10
16	Leather & leather products	330.39	2236.43	359.68	2235.26	8.86	-0.05
17	Ceramic products & glassware	362.20	2228.84	322.60	1979.67	-10.93	-11.18
18	Gems & Jewellery	3185.53	15618.79	2819.67	13918.65	-11.49	-10.89
19	Drugs & Pharmaceuticals	2394.37	13362.94	2567.16	14430.18	7.22	7.99
20	Organic & Inorganic Chemicals	2123.18	13492.20	2361.10	14108.97	11.21	4.57
21	Engineering Goods	8886.54	53421.20	9824.33	56236.53	10.55	5.27
22	Electronic Goods	1921.53	13062.30	2073.07	15640.51	7.89	19.74
23	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	1017.82	5899.76	1053.19	5946.53	3.48	0.79
24	Man-made Yarn/Fabs./made-ups etc.	372.76	2336.25	415.28	2405.06	11.41	2.95
25	RMG of all Textiles	946.35	6916.44	1110.11	7505.14	17.30	8.51
26	Jute Mfg. including Floor Covering	28.89	185.14	33.64	179.39	16.45	-3.11
27	Carpet	113.79	669.35	130.78	745.74	14.93	11.41
28	Handicrafts excl. handmade carpet	121.80	791.99	180.38	878.76	48.09	10.96
29	Petroleum Products	6457.83	41746.64	4735.46	36538.18	-26.67	-12.48
30	Plastic & Linoleum	616.92	3907.62	791.61	4410.61	28.32	12.87
	<b>Sub-Total</b>	<b>32486.63</b>	<b>199527.49</b>	<b>32563.55</b>	<b>200494.28</b>	<b>0.24</b>	<b>0.48</b>
	<b>GRAND TOTAL</b>	<b>34407.98</b>	<b>211079.42</b>	<b>34582.15</b>	<b>213222.29</b>	<b>0.51</b>	<b>1.02</b>

Note 1: Exports include Re-Exports.  
 Note 2: The figures for SEPTEMBER'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 Sept 2024

## Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		SEP'23	APR'23-SEP'23	SEP'24	APR'24-SEP'24	SEP'24	APR'24-SEP'24
1	Cotton Raw & Waste	39.91	402.04	134.20	477.38	236.27	18.74
2	Vegetable Oil	1473.36	8508.77	1130.99	8784.43	-23.24	3.24
3	Pulses	315.89	1265.23	425.78	2187.49	34.79	72.89
4	Fruits & vegetables	237.33	1225.10	249.81	1403.47	5.26	14.56
5	Pulp and Waste paper	181.28	966.13	183.03	1006.91	0.97	4.22
6	"Textile yarn Fabric, made-up articles"	201.77	1137.56	198.14	1176.76	-1.80	3.45
7	"Fertilisers, Crude & manufactured"	678.71	5341.53	781.78	4291.34	15.19	-19.66
8	"Sulphur & Unroasted Iron Pyrites"	16.52	107.42	40.64	105.01	145.93	-2.25
9	"Metaliferrous ores & other minerals"	714.10	4681.72	836.57	5195.50	17.15	10.97
10	"Coal, Coke & Briquettes, etc."	2346.07	19183.54	2295.90	17414.37	-2.14	-9.22
11	"Petroleum, Crude & products"	14000.16	83955.52	12539.03	88914.67	-10.44	5.91
12	Wood & Wood products	497.08	3239.04	610.20	3379.14	22.76	4.33
13	Leather & leather products	75.05	474.73	62.57	548.92	-16.62	15.63
14	"Organic & Inorganic Chemicals"	2142.29	13971.36	2430.14	14781.98	13.44	5.80
15	"Dyeing/tanning/colouring materials"	515.40	3023.69	381.82	2216.17	-25.92	-26.71
16	"Artificial resins, plastic materials, etc."	2048.81	11630.84	1869.30	11605.83	-8.76	-0.21
17	"Chemical material & products"	845.15	7669.49	931.24	5771.45	10.19	-24.75
18	Newsprint	36.34	242.82	31.40	242.88	-13.62	0.02
19	"Pearls, precious & Semi-precious stones"	2057.58	12285.15	1612.74	9636.46	-21.62	-21.56
20	Iron & Steel	1815.39	11074.05	2001.45	11262.45	10.25	1.70
21	Non-ferrous metals	1758.47	10979.20	2124.69	12888.12	20.83	17.39
22	Machine tools	363.40	2269.15	472.58	2717.32	30.04	19.75
23	"Machinery, electrical & non-electrical"	3858.11	24465.06	4528.24	25979.05	17.37	6.19
24	Transport equipment	2294.21	13402.38	2285.38	15264.25	-0.38	13.89
25	Project goods	45.46	618.23	94.52	594.00	107.91	-3.92
26	"Professional instrument, Optical goods, etc."	596.59	3699.78	659.13	4029.09	10.48	8.90
27	Electronic goods	8077.15	43509.12	8473.51	47949.12	4.91	10.20
28	"Medicinal & Pharmaceutical products"	623.33	4075.30	651.29	4297.04	4.49	5.44
29	Gold	4110.95	22250.29	4394.51	27097.07	6.90	21.78
30	Silver	106.64	480.65	325.66	2289.85	205.39	376.41
	<b>Sub-Total</b>	<b>52072.49</b>	<b>316134.90</b>	<b>52756.23</b>	<b>333507.52</b>	<b>1.31</b>	<b>5.50</b>
	<b>GRAND TOTAL</b>	<b>54485.03</b>	<b>330315.94</b>	<b>55363.27</b>	<b>350662.39</b>	<b>1.61</b>	<b>6.16</b>

Note 1: Imports include Re-Imports.

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

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

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

# Logistics & warehousing experts unite at FICCI meet

FICCI hosted the second edition of National Warehousing & Supply Chain Summit recently. Surendra Ahirwar, Joint Secretary, DPIIT, Union Ministry of Commerce & Industry, and T K Manoj Kumar, Chairman, Warehousing Development and Regulatory Authority gave the special addresses.





# 'Highest level of protection, safety procedures essential'

One focus area is safe carriage of lithium batteries, volumes of which have grown in recent years. They have undergone testing in cargo environment to determine the safest standards to apply. Continual assessment is a fundamental aspect of this new approach to training, says **Glyn Hughes, Director General, TIACA**.



Ritika Arora Bhola

**W**hat safety measures are currently in place for handling dangerous goods?

Safety and security will always remain the industry's top priority. With regards to safety, dangerous goods handling and transport are subject to global and national regulations and carrier specific policies. The development of various regulations considers manufacturing developments, packaging standards and safe controls. Documentation, training and accountability ensure all parties in the supply chain should be aware of what is being moved, how it has been packaged and what safe controls to apply. There are regulations and standards applicable to cargo carried in passenger aircraft and different regulations and standards applied to all cargo freighter aircraft.

This considers the different containment measures applicable in the various cargo holds and main deck environments. ICAO's Technical Instructions, published every two years, provides the source of regulations for safe carriage of dangerous goods. IATA publishes its Dangerous Good Regulations manual based on the TI and adds chapters covering certain requirements. One focus area is on the safe carriage of lithium batteries, volumes of which have grown in recent years. Lithium batteries have undergone testing in an air cargo environment to determine the safest standards to apply. They include the maximum state of charge that



**Glyn Hughes**  
Director General, TIACA

**“Training is must as rules & standards evolve based on developments in manufacturing and application.”**

a battery may hold, while it is being shipped. It also covers quantities when loaded loose, quantities within appliances and other considerations. The important consideration though starts with knowing what is being carried and correct declaration.

**How effective is TIACA's training for those handling HAZMAT?**

Training is crucial as regulations and standards evolve based on developments in manufacturing and application. Training is mandatory for staff involved in the handling and transport of dangerous goods and is focused is based on competency i.e. the employer determines the involvement a staff member has and determines the

appropriate level of training to perform their required job function. Continual assessment is a fundamental aspect of this new approach to training. There are many providers of HAZMAT training, ensuring there should be availability for all.

**How can firms optimise their logistics network to minimise risk during transport?**

It starts with knowing the rules, training staff, knowing what you are moving, standards and processes in place, aligning with supply chain partners, exchanging information throughout the cargo journey and applying the safety controls. Through a quality-based approach, movement of dangerous goods should be a safe and smooth process. ↴





# Industry heads at ISCL Summit discuss pros & cons of logistics

International Supply Chain & Logistics Summit (ISCL) was held in New Delhi recently. Chief Guest Surendra Ahirwar, Joint Secretary, Logistics and Trade, Ministry of Commerce and Industry, delivered the keynote address. Manoj Chaudhary, VC, Gati Shakti Vishwavidyalaya among other guests participated.









# ‘Investments in regional linkage, multimodal logistics important’

By leveraging data management and advanced analytics, we monitor KPIs) such as delivery times, inventory levels, and supply chain disruptions. It will help in providing end-to-end visibility of supply chain operations, says **Ashutosh Varshney, Senior Director, SCM & General Affairs Division, Canon India.**



## Talk about innovations done to enhance resilience of logistics operations?

Our commitment to innovation and technology has strengthened our operations. One key development is the implementation of an Integrated Information System (IIS) and Electronic Data Interchange System, allowing seamless data exchange with suppliers and partnerships, improving order management and delivery tracking. We have leveraged Artificial Intelligence, Machine Learning, Big Data, and Internet of Things to improve transparency and real-time tracking, ensuring a responsive and resilient supply chain. Automation and data analysis play a vital role in ensuring efficient inventory management, better demand forecasting, and faster response time. .

## How much have you invested in handling and ferrying products. How much have you invested in this regard?

We have developed robust infra and to handle and transport of products. Our logistics operations are supported by world-class warehouses, equipped with advanced material handling equipment and tech such as IoT sensors, vehicle telematics, and automated information exchange systems.

Our automated system connects suppliers, vendors, and logistics partners, pro-



**Ashutosh Varshney**  
Senior Director, SCM & General Affairs Division, Canon India

viding accurate information across the network. These investments show our dedication to operational excellence.

## How vital is technology in logistics? How many advanced technologies have been deployed by your company?

Investments include the IIS, which connects all stakeholders within the supply chain, providing real-time visibility, incoming supplies, and prod-

**“Our system links suppliers, vendors, and logistics partners, providing accurate information across the network.”**

uct flow. This system enables accurate demand forecasting and proactive decision-making. Our Electronic Data







Interchange System automates the data exchange with suppliers thereby reducing manual errors, accelerating processes, and improving the order accuracy.

Also, we also implemented Robotic Process Automation to minimise repetitive tasks, and wearable scanners for

warehouse ops to augment picking accuracy and reduce manual errors. IoT sensors and vehicle telematics track shipments in real-time and monitor vehicle performance.

The integration of advanced technologies such as Big Data and Cloud Computing allows us to analyze vast

amounts of operational data for better decision-making, while automated warehouse systems improve efficiency in the product handling and order fulfilment. Our commitment to these advanced technologies underscores the importance in maintaining a state-of-the-art logistics infrastructure.

## How do you rate infra for handling and ferrying cargo. Is there room for improvement?

India's cargo infrastructure has improved with expanded networks, technological integration, and modern warehousing. Advancements such as expansion of highways, introduction of DFCs, and investments in ports and logistics hubs have enhanced the country's capacity to manage air cargo efficiently.

Adoption of digital technologies, such as the implementation of e-way bills, GPS tracking, and automated systems, has streamlined logistics processes and improved cargo visibility. While the current infrastructure is improving, more investment is needed in technology integration, regional connectivity, and multimodal logistics networks in India for it to become an efficient cargo-handling hub on a global scale.

## How do you find and fix issues to deliver reliable logistics solutions? What do you think is important for success in today's world?

By leveraging data management and advanced analytics, the company monitor significant performance indicators such as delivery times, inventory levels, and supply chain disruptions, among others.

Furthermore, we further work with logistics partners equipped with cutting-edge technology such as IoT sensors, vehicle telematics, and automated systems, enabling better coordination, transparency, and fast response to any operational issues. In a world where market conditions and global supply chains keep shifting, the ability to adapt quickly is crucial. Having an agile supply chain to respond to unexpected changes is key to success. Embracing emerging technologies helps optimise processes, enhance transparency, and ensure efficiency, making businesses more resilient to disruptions. 🚀





# Indian air cargo volumes to surge 11% in next fiscal: ICRA

According to the ICRA report, the international cargo volumes have seen a significant increase of 18 per cent in H2 FY2024 because of the Red Sea conflict, resulting in decline of ocean cargo traffic. The international cargo volumes have increased by 18% year-on-year and 20% year-on-year during the fiscal year 2024-25.



Akash Tyagi

The projected growth of air cargo volumes in India in FY25 is likely to rise to 11 per cent year-on-year, to stand around 3.6 to 3.7 million tonnes, reported ICRA, a credit rating agency. This significant growth will be assisted by 6% growth in the domestic cargo and close to 13% in international cargo. The international volumes have seen a marginal year-on-year rise of 1 per cent in H1 FY2024 mainly impacted by the slowdown in global economy and geopolitical conflicts.

However, the international cargo volumes have seen a significant increase of 18 per cent in H2 FY2024 because of the Red Sea conflict, resulting in decline of ocean cargo traffic. In FY2024, an increase of 7 per cent year-on-year was witnessed for the total air cargo handled at Indian air-

**This growth will be assisted by 6% growth in the domestic cargo and close to 13% in international cargo**

ports, which stood at 33.7 lakh tonnes.

“The cargo volumes were relatively less impacted due to Covid-19 in FY2021, compared to passenger traffic. Moreover, the recovery was relatively swifter with cargo volumes recovering to 95 per cent of pre-Covid-19 levels in FY2022 compared to 55 per cent in passenger traffic. This was supported by higher growth in international cargo on account of the export of Covid-19-related vaccines and merchandise exports in FY2022. While the growth

in cargo volumes slowed down during the FY2023-H1 FY2024 period, it has bounced back handsomely in the past 12 months, since the beginning of the Red Sea crisis. The international cargo volumes have increased by 18 per cent YoY and 20 per cent year-on-year during FY2025 and are expected to increase by a further 11 to 13 per cent year-on-year to touch new highs in FY2025,” Vinay Kumar G, Vice President & Sector Head, Corporate Ratings, ICRA, said.

On the airport operators’ performance during the period, Kumar added, “ICRA’s outlook on airport infrastructure is stable with revenues of ICRA’s sample set 1 likely to surge around 12 to 14 per cent YoY in FY2025, assisted by the sustained growth in both domestic and international passenger traffic, increase in tariffs at some of the major airports and ramp-up in non-

aeronautical revenues. With healthy profitability margins, the debt coverage metrics are expected to remain stable with DSCR and interest cover above two times and four times, respectively in the medium term, despite higher interest outgo with the commercialisation of the capex programme at some of the key airports. The credit profile of airport operators is projected to remain strong, supported by healthy accruals and comfortable liquidity.”

## FACT FILE

- An increase of 7 per cent year-on-year was witnessed for the total air cargo handled at Indian airports.
- The international cargo volumes have increased by 18 per cent YoY and 20 per cent year-on-year during FY2025





# Electro-hydraulic dock levelers for efficient services

Gandhi Automations introduces electro-hydraulic dock levelers, 'a bridge for connecting a vehicle,' and smooth and safe transition by compensating difference in heights between loading bay and vehicle. This contributes to minimising energy use and savings on heating and chilling costs.



CT Bureau

The cost of loading and unloading goods can be calculated precisely and is exactly definable, which allows for a scientific approach to find out the investment that goes in the process.

Gandhi Automations has always designed solutions based on such a scientific approach and feedback from clients. The dock levelers offered by the company ensure loading and unloading with lesser effort and minimal cost.

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

**The dock levelers offered by the firm ensure loading and unloading with lesser effort and minimal cost**

The sectional overhead door is opened only when the vehicle is positioned, brakes are applied and the engine is shut off.

This eliminates the exit of hot air and the intake of cold air (or the opposite in a hot area and in air-conditioned place). After the sectional overhead door opens, the lip of the dock leveler connects to the truck bed for loading on unloading to take place.

At the end of the loading or unloading the dock 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.

The four types of dock levelers are as follows:

## **RADIUS LIP DOCK LEVELERS**

Radius Lip Dock Levelers are available in multiple sizes and capacities. It allows the dock to link with the truck bed, thus making it convenient to drive directly on and off with forklift trucks, among others. The self-cleaning lip-hinge system does not retain dust or dirt, which allows for smooth operation.

## **TELESCOPIC LIP DOCK LEVELERS**

Telescopic Lip Dock Levelers are ideal for linking vehicles unable to drive near docks, i.e., sea containers, side loading railway wagons, etc. These dock levelers can be supplied

with a lip extending up to as much as one metre.

## **EDGE-OF-DOCK LEVELERS**

Edge-of-Dock Leveler is developed in compliance with the latest European safety standard, EN 1398. It has a capacity of 6000kg and is suitable for use with all types of material handling equipment.

## **FORKLIFT ROLL-OFF BARRIER LIP DOCK LEVELERS**

The newly introduced dock leveler, Forklift Roll-Off Barrier Lip Dock Leveler, adds run-off protection that prevents accidental forklift roll-off when the Overhead door is open and no trailer is stationed at the dock. These dock levelers are designed and built to provide all the benefits of the hydraulic dock leveler, along with the additional benefit of providing a formidable barrier. ↴

# Next wave of digital transformation for air cargo

Digital tech is altering cargo and logistics industry, improving efficiency, transparency, and cost-effectiveness. It is the industry, which is gaining momentum, driven by the need for greater efficiency, and cost reductions. However, the rate and success of adoption vary across regions, companies, and sectors, says experts.



CT Bureau

The use of data analytics, robotic process automation, AI-driven analytics, and IoT are on the rise for the logistics industry globally. It is evident from the recent statistics that shows, in 2023, spending on digital transformation was projected to reach US\$2.15 trillion. By 2027, global digital transformation spending is forecast to reach US\$3.9 trillion. The new norm for most businesses is no different in utilising technologies that render organisations agile in responding to changing markets and enhancing innovation, thereby making them more resilient.

“Digital technology is transforming the cargo industry by enhancing supply chain

transparency and visibility. With the integration of IoT, AI, blockchain, real-time tracking, predictive insights, securing tamper-proof transactions have become the norm. As per Gartner study, 80 per cent of enterprises may have already implemented some form of digital technology to augment the visibility of their supply chain. Besides addressing operational inefficiencies and fostering better collaboration among stakeholders, digital technologies also enable organisations to reduce costs, improve customer satisfaction, and strengthen the overall cargo ecosystem,” Rahul Rai, CEO, Middle East & Africa Region, ECU Worldwide, said.

## ADOPTION OF DIGITAL TECH

Digital technology is steadily gaining momentum, but

**By 2027, global digital transformation spending is forecast to reach as many as US\$3.9 trillion**

the rate and success of adoption vary across regions, companies, and sectors. Suneet Gupta, VP and Global Head of Business, Kale Logistics sharing a tried and tested method said, “Our ACS is an advanced cloud-based platform that links all stakeholders in the logistics value chain. This approach boosts the efficiency of airport cargo operations, transforming how cargo is managed. We are also pioneering digital corridors between airports and intermodal cor-

ridors between airports and ports, enhancing connectivity and operational efficiency.”

“Digital technologies are transforming how we manage supply chains and cargo operations. Real-time tracking through IoT sensors and GPS devices are crucial for ensuring sensitive goods are handled properly. Major players in the cargo industry integrate robotics and automated systems into their warehouses to streamline operations and reduce errors. On the roads, drones and autonomous vehicles are reshaping last-mile delivery. As we continue to explore new technologies such as AI, ML, blockchain, and advanced data analytics, the benefits become even clearer. Adopting these technologies leads to faster processes, fewer errors, improved visibility,







**Rahul Rai**  
CEO, Middle East & Africa Region  
ECU Worldwide



**Suneet Gupta**  
VP and Global Head of Business  
Kale Logistics



**Edvinas Demenius**  
CEO  
SmartLynx Airlines



**Nari Katgara**  
Director  
Jeena Global Private Limited

“Digital technologies enable organisations to reduce costs and strengthen the overall cargo ecosystem.”

cost savings, better customer service and real-time data access,” Edvinas Demenius, CEO, SmartLynx Airlines, asserted.

Supply chain transparency and efficiency are paramount, for compliance and fostering trust and ethical practices. “At Jeena and Company, one such initiative is our J5 platform, representing the 5<sup>th</sup> generation, built on a new technology architecture and seamlessly integrates AI-powered Customs House Agent software. This integration automates the digitisation, signing, and uploading of PDF documents to external portals, while real-time tracking within our ERP system has enabled us to reduce lead times from 30 minutes to three minutes,” Nari Katgara, Director, Jeena Global Pty Ltd said.

### BEST TECHNOLOGY OPTION

Gupta said in the coming decade, the logistics industry will be shaped by AI, IoT, and blockchain. AI’s predictive capabilities will enable the anticipation of disruptions, optimise cargo placement, and drive decision-making. AI-powered document processing is revolutionising tasks such as paperwork and customs clearance, thus reducing processing

“We are pioneering digital corridors between airports and intermodal corridors betwixt airports and ports.”

times. Blockchain ensures secure, transparent data sharing across the supply chain, reducing fraud, and combating illegal trade.

### PROFITABLE COLLABORATION

Demenius felt “The Supply

“Big players in the cargo sector integrate robotics and automated systems into warehouses to streamline ops.”

Chain management provides an overview of the entire supply chain, ensuring that all parties access consistent information thus minimising errors. These platforms connect key air cargo stakeholders facilitating seamless data exchange and automatic updates

“Real-time tracking within our ERP system has enabled us to reduce lead times from 30 minutes to three minutes.”

on shipment schedules, customs clearance statuses, and delays. This ensures all parties involved are well-informed and can respond promptly to any changes. Katgara said that strong partnerships are key to seizing opportunities in a fast-paced industry.” ✈️



# Logistics, warehouses drive Tamil Nadu's economy

Pact with Tamil Nadu, shows our belief in the state's potential as manufacturing powerhouse. Through Plug n Play manufacturing facilities and customised industrial spaces, we are aiding businesses thrive and drive TN's economic development, says **Rajesh Jaggi**, Vice Chairman, Real Estate, The Everstone Group.

CT Bureau

IndoSpace has plans to increase its investments up to ₹4,500 crore in new logistics and warehouse parks in Tamil Nadu. Following an MoU with the Tamil Nadu government last year, this new announcement highlights the firm's dedication to the state and the Make in India initiative. These parks will support the growing manufacturing sectors such as automobile and electronics in the state. Tamil Nadu continues to be a preferred destination for global Original Equipment Manufacturers with Hyundai, Nissan, Foxconn, and Pegatron, which are announcing expansions in Tamil Nadu.

IndoSpace has helped in developing an ancillary ecosystem that supports these OEMs, facilitating seamless supply chain operations and enabling faster industrial growth. The company's parks, located across key industrial zones, have provided infrastructure to industries,



**Rajesh Jaggi**  
Vice Chairman, Real Estate  
The Everstone Group

contributing to Tamil Nadu's growing prominence as a global manufacturing hub.

IndoSpace's presence in Tamil Nadu: With a portfolio comprising 15 Grade A parks, the firm has developed over 8.8 million square feet of infrastructure, with an additional 2 million sq. ft., under construction and 4.6 million square feet planned for future development. These parks are spread over 649 acres of land and serve 66 tenants from a variety of sectors, including logistics, automotive, electronics, and

“IndoSpace is playing a key role in transformation of Tamil Nadu, whose industrial landscape has increased.”

engineering. IndoSpace's total equity committed to the state as on date stands at US\$380 million, and the facilities offer a potential chargeable area of 15.4 million square feet reinforcing the company's presence in Tamil Nadu's industrial ecosystem.

IndoSpace is proud to have played a key role in the transformation of Tamil Nadu, whose industrial landscape has grown by leaps and bounds. “Our ongoing investments, including a recently signed MoU with the Tamil Nadu government, demonstrate our belief in the state's potential as a global manufacturing powerhouse. Through innovative infrastructure solu-

tions such as Plug n Play manufacturing facilities and customised industrial spaces, we are helping businesses thrive, while driving the state's economic development,” Rajesh Jaggi, Vice Chairman, Real Estate, The Everstone Group, said.

## PARKS IN TAMIL NADU

- Oragadam I
- Oragadam I Phase II
- Oragadam II
- Oragadam II Phase II
- Oragadam III
- Oragadam IV
- Vallam
- Vallam II
- Pollivakkam
- Pudukkottai
- Mevalurkuppam
- Vishnuvakkam
- Koodapakkam
- Kunnam
- Coimbatore





# Emirates orders five more 777Fs, fleet now hikes to 21

Emirates has placed an order for 5 more Boeing 777 freighters to be delivered from 2025-2026. Emirates now has 14 Boeing 777Fs, says His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group.



CT Bureau

Emirates has signed a multi-year lease extension with Dubai Aerospace Enterprise for four Boeing 777Fs in its existing fleet. Based on these investments, Emirates SkyCargo expects to operate a fleet of 21 production-built Boeing 777Fs by December 2026, expanding its existing fleet of 11 units.

This apart, Emirates also remains invested in converting 10 passenger Boeing 777-3000ERs into freighters for further cargo capacity and fleet growth.

“We are investing in new freighters to meet growing demand and provide customers around the world with more flexibility, connectivity, and options to leverage market opportunity. Demand for Emirates’ air cargo services has been booming. This reflects Dubai’s prominence as a preferred and



**His Highness Sheikh Ahmed bin Saeed Al Maktoum**  
Chairman and Chief Executive,  
Emirates Airline and Group

trusted global logistics hub, and the success of Emirates SkyCargo’s bespoke solutions addresses the needs of shippers in different sectors,” His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group, said.

“Emirates continues to set the direction for our industry, and we appreciate the trust they have placed in the

“Demand for Emirates’ cargo services is booming. This reflects Dubai as a preferred global logistics hub.”

Boeing wide-body family to serve as the backbone of their global fleet,” Stephanie Pope, President and CEO, Boeing Commercial Airplanes, said. “We are proud to support the Emirates SkyCargo’s growth as the carrier relies on the performance and versatility of our 777Fs to connect the world,” Pope added.

Even as it inducts new freighters, the cargo division of Emirates will continue to harness the airline’s all wide-body passenger fleet to facilitate the fast, reliable and efficient movement of goods worldwide, offering custom-

ers more flexibility with a fleet mix comprised of 777s, 777-Fs, 747Fs, A350s, and A380s.

The Dubai government’s plans are all set to expand Al Maktoum International airport (DWC) to create the world’s largest hub in terms of capacity. The Dubai International Airport will be able to process as many as 12 million tonnes of cargo annually, supporting the growth of the Logistics District, which has been planned as an international base for global cargo and shipping companies, and part of Dubai’s masterplan to become the pre-eminent multi-modal cargo hub for air, sea and land connections.

As part of its vision for the next era of its growth, Emirates plans to decide by the end of this calendar year on its future freighter fleet for 2028-29 and beyond, with the Boeing 777-8F and Airbus A350-1000F as contenders. ✈️

# Movements

## **i3PL INDIA** India



**V. Raju** has been appointed as COO and Head, Business Development at i3pl India. He has 40 years of experience in logistics and supply chain industry. Raju's new role includes heading the contract logistics and 3PL vertical for the firm.

## **ENVIROTAINER** India



**Ravi Kumar Tummalla-palli** has joined as MD of Envirotainer (India). He has 20 years of experience in high-end pharma, OTC, FMCG supply chains. He integrates matrix organisations involving technical, commercial interfaces.

## **ECU WORLDWIDE** India



**Stephen Dunn** has been appointed as Global Finance Director, ECU Worldwide, subsidiary of Allcargo Logistics. In his new role, he will oversee the global finance function and will lead the transformation of the financial processes

## **PATEL INTEGRATED LOGISTICS** India



**R Kannan**, an Economic Advisor and Member, the Harvard Business Review Advisory Council, has been appointed as an Independent Director at Patel Integrated Logistics. He brings 39 years of expertise in the fields of logistics, finance, and strategy.

## **ECLS** Ethiopia



**Dereje Derero** has joined as MD at Ethiopian Cargo & Logistics Services. His experience in the industry will help in the growth of cargo operations at the Ethiopian Cargo. He will play a role in expansion of business of Ethiopian Cargo.

## **FRAPORT** Germany



**Denis de Farias Durate** has been appointed as new Head, Cargo Development team by Fraport. He has an experience of 25 years in air cargo and logistics. At Fraport, Durate's responsibility will be to enhance the business growth of cargo.

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**Think Big. Build Better.**  
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# ELEVATING EXCELLENCE

## Since Inception

Guided by our customers' trust and inspired by their support, we are dedicated to constant improvement. Our team consistently seeks new ways to boost efficiency through learning and adaptation. As we celebrate another year of innovation and excellence, we proudly reflect on our progress while keeping our focus on the journey ahead.

### India Wide Network

1500+ Branches  
52+ Hub Centres  
2500+ Tech enabled fleet

### Best In Class Infrastructure

3.2+ million sq. ft.  
Warehousing Space

### Talented Team

3300+ Passionate Professionals



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