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AIR CARGO DEMAND
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22% total cargo volumes growth in CY 2024 handled by GHAL



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Lok Sabha approves new Bills of Lading to improve ops

The Lok Sabha has passed the Bills of Lading Bill, 2024. It aims to modernise 169-year-old legal framework for shipping documents. The Bill will be presented for discussion in the Rajya Sabha. It reflects the gov't dedication to facilitate trade, reduce litigation risks and ensure India remains at the forefront.



CT Bureau

The current law, a brief three-section act, passed in the Lok Sabha, primarily governs the transfer of rights and confirmation that goods were loaded onto a vessel. With the shipping industry evolving and the global trade landscape changing, there is a pressing need for India to adopt a more comprehensive and understandable law that aligns with international standards, an official statement stated. The Bill empowers the central government to issue



directions to facilitate the law's implementation along with an inclusion of a standard repeal and saving clause, while eliminating the colonial legacy of the 1856 Act. Term-

ing it a historic milestone in India's journey towards a modern, efficient, and globally competitive shipping sector. "The passage of this act reflects the central

The current law, a brief three-section act, passed in the Lok Sabha, primarily governs the transfer of rights.

government's continued dedication to facilitating trade, reducing litigation risks, and ensuring that the country remains at the forefront of global shipping," the statement added. ✨

ACAAI Western Region meet, debates key air cargo issues

The Air Cargo Agents Association of India (ACAAI) recently hosted its Western Region meeting to discuss key developments in the air cargo industry. Hardeep Batra, Commissioner, Customs, Export Air Cargo Complex, Mumbai, was the Chief Guest. Industry stakeholders such as Rajen Bhatia, President, Western Region, ACAAI, Shailesh Sharma, Honorary Secretary and Farokh Hansotia, Honorary Treasurer attended.





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Despite challenges such as rising costs and capacity troubles, the industry is moving towards growth. Increased global demand for faster deliveries, driven by e-commerce and pharma, is fuelling need for efficient solutions. As the industry adapts to evolving landscape, the sector is positioning to overcome hurdles and capitalise on opportunities in global trade.

AIR CARGO: SKY HIGH DESPITE TROUBLES



Ritika Arora Bhola

Of late, air cargo and logistics sectors have demonstrated resilience and adaptability with increasing e-commerce demand and a growing manufacturing sector. Indian carriers and logistics firms are stepping up the ante to address capacity constraints, enhance operational efficiency and improve infrastructure. Continuous investments in airport modernisation and digitalisation are helping streamline cargo processes, while dedicated freighters and improved supply chain management are mitigating disruptions.

The air cargo sector is leveraging its strategic location,

robust domestic market, with government support to navigate obstacles and remain a key player in global trade. It is combating bottlenecks such as Red Sea conflict, Russia-Ukraine war, new trade tariffs, capacity shortage and rising costs. Fluctuating fuel prices and economic uncertainty are also contributing to delays and inefficiencies in Indian EXIM trade.

According to industry experts, there is need for airlines to invest in expanding dedicated freighter fleets. This would provide reliable and scalable solutions to growing demand. Investment in more efficient airport infrastructure can reduce congestion and speed up the industry's throughput.

Collaboration between airports, airlines, and logistics providers to create air cargo hubs can help improve overall capacity. Currently, only 15 per cent of air cargo volume is carried by freighter aircraft and the remaining is carried in the belly of passenger flights. The increasing tariffs levied by Cargo Terminal Operators add to

cost burdens, reduce overall competitiveness and strain cost-effectiveness of LSPs. Companies encountering delays in sea freight caused by geopolitical concerns have now opted for air freight to ensure prompt deliveries. For example, Inditex, the parent company of Zara, boosted its air shipments from India by 37 per cent over the last year to circumvent shipping delays. Enhanced intermodal connectivity, by fostering better links between air cargo and various modes of transport, will improve the flow of goods and reduce congestion.

ANALYSIS delves in-depth and discusses with experts about the current situation of air cargo and logistics sectors in India.

AT A GLANCE

- Investments in airport modernisation are helping streamline cargo processes.
- With govt support to navigate obstacles, air cargo remains a key player in global trade.

GST on export cargo obstacle for businesses

“ With demand outpacing available capacity, constraints remain vital issue, mainly during peak seasons in global sea lanes. Delays, volume fluctuations, volatile fuel prices, evolving global compliance need costly rerouting. They are some of the strains facing the industry. Besides GST on export freight (a hurdle for forwarders), we see a shift towards upgrading infra and introducing automated data handling, legacy practices and slow change makes it harder to move cargo. Even with improvements in monitoring operational inefficiencies and not so fast pace of adopting technology limit productivity.”



Kamesh Peri, CEO
Celebi Delhi Cargo
Terminal Management,
India

Operational inefficiencies & slow adoption of digital tech limit productivity

Investment in airport infra to cut congestion

“ Airlines must expand dedicated freighter fleets. This would provide a more reliable and scalable solution to growing air cargo demand. Airlines should work on maximising belly hold capacity in passenger flights to carry less time-sensitive cargo. To increase efficiency, cargo and passenger ops should coordinate to ensure optimal use of available space. Investment in airport infra can reduce congestion and give pace to air cargo throughput. Collaboration between airports, airlines and logistics providers may help create dedicated cargo hubs and improve capacity.”



Malcolm D'souza
Director, Airfreight &
Member, Management
Board, Jeena and Co.

Airlines should work on maximising belly hold capacity in pax flights

15% cargo in freighters, majority in pax aircraft

“ As per latest trade tariffs imposed by USA on China, Canada and Mexico, container shipping is getting costlier for USA importers to send goods by air to USA. India-USA and India-EU trade lanes have recorded growth, thanks to 6.1 and 3.2 per cent rise on Asia-North America and Europe-Asia trade lanes. This growth could be due to 'Make in India,' export-driven policies and e-commerce market. Currently, 15 per cent of volumes is carried by freighters, while majority still goes in the belly hold of passenger flights. There's need to connect road infra to strategically placed airports.”



M Afzal Malbarwala
Managing Director
Galaxy Freight

There's need to connect road infrastructure to strategically placed airports across India

Digital platforms may reduce processing time

“ Limited cargo space creates stiff competition, especially during peak seasons. Navigating new trade tariffs, customs needs and security protocols are time-consuming and expensive. Delays are caused by unpredictable weather, ineffective logistics and technical glitches. Rising fuel prices and skilled labour costs added to expenditure, putting pressure on forwarders' profit margins. Paper-based procedures reduce productivity and increase risk of errors. Leveraging digital platforms and data analytics for booking and tracking, among others will reduce the processing time.”



Keku Bomi Gazdar
CEO and MD
Aviapro Logistic

Paper-based procedures reduce productivity and increase risk of errors



Erratic airport handling procedures lead to delay

“Capacity constraints, regulatory inefficiencies, and infrastructure gaps continue to challenge air cargo growth. The lack of dedicated freighters, congestion at major airports, and high logistics costs impact supply chain fluidity. Inconsistent airport handling procedures lead to delays, while a shortage of skilled staff affects operational efficiency. The increasing tariffs levied by CTOs add to cost burdens, reducing competitiveness and straining cost-effectiveness for LSPs. Expanding airport cargo terminals, investing in freighters, and enhancing multimodal linkage can improve capacity.”



Vipin Vohra
Chairman
Continental Carriers

Expanding air cargo terminals and investing in freighters can improve cargo capacity



Less cargo space disrupts flow during peak season

“Airlines have expanded freighter ops, repurposing pax aircraft for cargo transport to address capacity shortages. Digitalisation has played a vital role, with AI-driven logistics, real-time tracking, and predictive analytics optimising cargo flow and minimising delays. Firms have diversified supply routes, reducing dependency on specific hubs. Shortage of cargo space, particularly during peak demand, disrupts global cargo movement. Collaboration between logistics providers, airlines and govts have led to faster regulatory approvals and improved crisis management strategies.”



Vandana Singh
Chairperson
Aviation Cargo, FAI

Firms have diversified supply routes, reducing dependency on specific hubs

Labour conflicts, global tensions impact cargo biz

“We have witnessed flexible approach towards expansion of capacity through belly and cargo-only aircraft as apt on routes. Inditex, the parent company of Zara, boosted its shipments from India by 37 per cent over the last year to circumvent shipping delays. Geopolitical factors, including labour conflicts and regional tensions, impact air cargo strategies. Airports experience congestion due to increasing pax and cargo flights. This blockage results in hold-ups in flight take-offs, landings and handling causing a bottleneck at airports thereby hindering the logistics chain.”



Surendra Bhatia
SVP, Global Airfreight,
Freight Systems

Airports experience congestion due to increasing pax and cargo flights

Lack of infrastructure causes delays, high costs

“The cargo and logistics sectors have witnessed decline in global trade added with regulations after Covid-19. These sectors need to enhance technical abilities in sync with the trade requirements. The challenge to have adequate skilled workers must be addressed soon. There are not enough airports to accommodate the rise in demand. The air cargo industry is competing for the same space on aircraft, which results in price wars and reduced margins. The air cargo market is suffering from lack of infrastructure, which is not only causing delays but also high costs.”



Sunil Kohli
Managing Director,
Rahat Cargo

Industry is seeking same space on aircraft, which results in price & margin hike

Demand, regulations affect cross-border flow

“The industry has adapted to global supply chain disruptions through increased flexibility with freighters, enhanced real-time tracking and route optimisation and stronger partnerships for faster clearance. Diversifying networks, expanding infra with specialised facilities and focusing on sustainability through fuel-efficient aircraft and SAF adoption will boost resilience. These measures ensure timely delivery of critical goods. However, capacity constraints, regulatory complexities and infrastructure gaps affect cross-border movement in emerging markets.”



Aditya Shah
ED, V Trans (India) &
CEO, V Xpress

Diversifying networks, infra & focus on sustainability will boost resilience



How to resolve cyber threats by technology adoption?

Since e-commerce continues to expand and cross-border trade grows, it demands high quality storage and efficient last-mile deliveries. There is need for dedicated warehouses at the airports for perishables and pharma. Blockchain can improve security, minimise cyber risks, delays and enhance supply chain visibility.



Ritika Arora Bhola

With the e-commerce expansion and rise in cross-border trade, there has been pressure on existing infrastructure to handle the surge in volumes being transported, especially during peak season. E-commerce demands high quality storage and efficient last-mile deliveries. There is an urgent need for dedicated warehouses at the airports especially for perishables and pharma prod-

AT A GLANCE

- Automated handling systems & blockchain can speed up processing at airports.
- Risks of cyber-security and low-tech adoption risks must be addressed by adopting tech.

ucts. Only automation and digitalisation have the potential to address these issues and

reduce bottlenecks by streamlining processes and enhancing operational efficiency.

Automated cargo handling systems, real-time tracking and AI-powered analytics, blockchain can optimise route planning, reduce manual errors, and speed up cargo processing at airports and warehouses. Digital platforms enable seamless communication between stakeholders, ensuring faster and accurate information flow.

Blockchain technology can improve transparency and security, minimise delays and enhance supply chain visibility. The biggest bottleneck is cyber-security and low-tech adoption risks, which must be addressed. By embracing these technologies, the air cargo industry can overcome existing challenges, improve throughput and deliver faster, more reliable services. [CARGOTalk](#) discusses with experts how technology can improve operational efficiency and cost-effectiveness.

Main hurdle is transparency in ops & cybersecurity

“AI, cargo community systems, ICS2.0, and sustainability along with surge in e-commerce has strengthened the industry’s growth. As on date, the main bottleneck is transparency in operations and cybersecurity risks. All of them can be overcome if the tech adoption rate is high. Many have not adopted due to a notion that all tech-related platforms come with a high investment. And this is followed by targeted outreach programmes and PoCs to drive familiarity to encourage adoption and seamless acceptance. This must be a global initiative and not limited to select developed regions.”



Suneet Gupta
Sr. VP Business
Development, Kale
Logistics Solutions

In India, there is slow tech adoption as industry experts feel, installation is costly

Global tensions, volatile fuel prices, key issues

“Amidst geopolitical tensions, air cargo has emerged as a resilient sector. Alternative routes and use of cargo charters highlights its adaptability to navigate through supply chain disruptions. 3.2 per cent growth in demand this year is testament to the sector’s agility. This increased reliance on cargo highlights need for LSPs to have partnerships with airlines. Exploring strategies to cap fluctuating fuel prices and promoting SAF are the beneficial solutions the sector should foresee. With e-commerce expansion and rise in cross-border trade, there is pressure on existing infrastructure to handle volume surge.”



Nikhil Agarwal
President
CJ Darcl Logistics

With rise in cross-border trade, there is pressure on infra to handle volume surge



Inconsistent tech adoption creates inefficiencies

“Rising e-commerce demand led carriers to invest in specialised facilities and enhance last-mile delivery. JVs and interlining have expanded networks and improved resource use. Digitalisation efforts have augmented capacity management and operational efficiency. Geopolitical tensions and economic uncertainties force cargo rerouting, adding pressure on limited capacity. Hurdles, such as evolving tariffs and de minimis changes, disrupt trade flows and impact e-commerce. Digital integration gaps create inefficiencies due to inconsistent adoption of digital tools.”



Ramnath Sabari
Director
Unisys Logistics Solutions

Evolving tariffs, trade disruptions lead to delays in cargo flow, impact e-commerce

No space for big aircraft at regional airports

“Hike in oil prices due to geopolitical tensions and imposition of tariffs are the main concerns. Non-user-friendly airports for cargo such as Chennai Airport where there is no proper infra to cater the inflow and outflow is another challenge. There is no space for wide-body aircraft to be parked in Chennai following which cargo is diverted to Bengaluru or Hyderabad. Since India is aiming to achieve 10 MMT by 2030, govt and regulatory bodies should join hands and impose new rules for EoDB. Imparting training to supply chain users will provide error-free environment.”



Gautham Raju
Head, Air Freight India & Senior Manager, Global Air Freight, WIZ

With India aiming for 10 MMT by 2030, govt should impose new rules for EoDB

Most airports with cargo capability are underutilised

“There is lack of smooth integration between freighters and passenger services. Most airports have poor link with other forms of transportation. Less than 2 per cent of global freight volumes are moved by air and a shift in goods movement from sea to air due to any supply chain disruptions may lead to a rise in volumes. Even though India has 70 airports with cargo capabilities, most of them are underutilised. Setting up of SEZs near airports for exports will foster a climate for cargo-centric airline expansions and faster customs procedures and clearances.”



Jayesh Tanna
CEO
ECU Worldwide

SEZs near airports for exports will speed up customs clearances

Airlines adjust fleets to manage demand hike

“The industry has accelerated adoption of AI, blockchain, and IoT to enhance visibility, improve tracking, and optimise logistics. Digital platforms and e-AWBs have become widespread. Airlines have adjusted their cargo fleets, converted pax aircraft into freighters and optimised scheduling to manage demand fluctuations. Operators have explored alternative routes and secondary hubs to avoid bottlenecks due to geopolitical tensions. The government and industry bodies have worked together to implement policies to ensure smoother trade flows.”



C.K. Govil
CMD
Activair Airfreight

Govt, industry bodies have worked to ensure smoother trade movement



Air cargo, logistics face demand-supply gap

“Adoption of changing times and dynamic situations are the skills of the industry. As only through adaption can they stay relevant to the challenges and disruptions of the trade and continue to deliver value. The challenges faced by air cargo and logistics industry are fuelled by evolving supply-demand situation. For a change there are no regulatory hurdles and infra is up to date. Building robust engagement platforms between various manufacturing industries, authorities, carriers and forwarders is a must. There should be period exchange between them. This will help each other understand, appreciate and plan better and create a win-win situation.”



Shesh Kulkarni
Managing Director, India,
Noatum Logistics

Building robust engagement platforms between the stakeholders is a must

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Powering technology for combating cyber-attacks

Improving air cargo security and safeguarding against cyber-attacks requires an approach that leverages cutting-edge technology. As air freight continues to grow, so does complexity of threats. Technologies can create defense mechanism in industry against physical and cyber-attacks, ensuring secure global trade.



CT Bureau

Improving air cargo security and protecting against cyber-attacks through technology is essential in ensuring the safety and efficiency of global trade. As volumes grow and become more interconnected, the potential for cyber-crime increases, making it crucial for the industry to adopt technologies that address both physical and digital vulnerabilities.

One of the most promising technologies is blockchain, which can provide a transparent system for tracking cargo. By securely recording every transaction and movement of goods in real-time, blockchain can prevent fraud, tampering, and manipulation of cargo records, thereby reducing the risk of illicit activities.

Artificial Intelligence (AI) and Machine Learning (ML) algorithms play a significant role in detecting and preventing cyber-attacks by analysing vast amounts of data to identify unusual patterns or behaviour that may indicate a security breach. These technologies can help forecast potential threats before they escalate, offering pro-

active defence mechanisms that are far effective than traditional reactive methods. Another critical area is access control and authentication, which can be strengthened through biometric technologies and digital identification systems.

Biometric verification, such as facial recognition or fingerprint scanning, ensures only authorised personnel are involved in handling or accessing air cargo, reducing the chances of insider threats or human error. Enhancing cyber-security protocols across

Enhancing cyber-security across all platforms is must to protect data and prevent criminals from exploiting vulnerabilities

all platforms, from air cargo management software to communication networks, is essential to protect sensitive data and prevent cybercriminals from exploiting vulnerabili-

ties. As cyber-attacks evolve, continuous updates to these systems and the adoption of encryption technologies are necessary to stay ahead of the hackers. By integrating these advanced technologies, the air cargo industry can reduce the risks related with cyber-attacks thereby ensuring safe, secure, and efficient transportation of goods across the globe.

CARGOTALK discusses with experts the vulnerabilities involved in air cargo supply chain business and how tech can improve security and mitigate risks.

AT A GLANCE

- As cyber-attacks evolve, updates and the adoption of encryption are must to stay ahead.
- AI and ML algorithms play a significant role in detecting and preventing cyber-attacks.



AI-driven monitoring, blockchain to secure data

“Air freight operations evolve to counter cyber-crime through advanced cyber-security measures, AI-driven monitoring, and blockchain for secure data sharing. IATA is promoting cyber-security frameworks to safeguard cargo systems. Cyber resilience training is becoming standard, ensuring staff can respond to attacks. It helps mitigate risks from ransomware, phishing, and system breaches. Air cargo security can enhance threat detection and data protection. Blockchain ensures secure tracking of cargo documents, with companies such as Maersk and IBM using it for transparency.”



Pradeep Panicker
CEO
GHIAL

Cyber resilience training helps mitigate risks from ransomware, system breach



Advanced technology to fortify security from risks

“Air freight operations are evolving at an unprecedented pace, driven by the need to counter threats. To stay ahead, the industry is turning to technologies for strengthening security without compromising efficiency. AI and ML are transforming real-time threat detection, risk assessment, and automated anomaly identification, while blockchain is revolutionising transparency and traceability and minimising risks. Supply chain vulnerabilities, human errors or unsecured digital systems cannot be overlooked. Screening protocols, AI-powered surveillance, and cyber-security laws are non-negotiable in safeguarding operations.”



Abhishek Goyal
CEO & Executive Director,
Aeroprime Group

Blockchain is revolutionising transparency, traceability and minimise risks



Digitalisation exposes air cargo to cyber-attacks

“Air cargo operations are shifting to cloud-based and API-driven freight management platforms with built-in security layers to prevent unauthorised access. The use of zero-trust security models ensures verified users can access sensitive logistics information. AI-driven monitoring systems analyse vast amounts of data in real-time to neutralise anomalies/threats. Blockchain adoption enhances data integrity and transparency, reducing risks of data manipulation, among others. Stakeholders conduct cyber-security drills to ensure employees are equipped to mitigate risks.”



Tribhuvan Negi
CTO
Kale Logistics Solutions

Stakeholders conduct cyber-security drills to ensure staff is equipped to mitigate risks



Invest in robust cybersecurity framework

“ The air freight industry is becoming increasingly reliant on digital systems for cargo management, booking, and tracking, making cybersecurity a critical focus. With the rise in cyber threats, airlines and cargo operators are investing in robust cybersecurity frameworks to safeguard their operations. Additionally, collaboration with industry stakeholders, regulatory bodies, and cybersecurity firms is essential to develop standardised security protocols.



Pramod Menon
VP – Cargo
Rainbow Aviation

Collaboration with industry, regulatory bodies, cybersecurity firms is must

The industry must remain proactive by integrating advanced technologies to ensure resilience against emerging cyber challenges.

Companies must address data breaches, frauds

“ Companies are implementing multi-layered security, including encrypted data transmission, AI-driven anomaly detection, and zero-trust architectures. We integrate robust security protocols within digital solutions to foster trust and ensure data integrity across cargo operations. Blockchain provides an immutable record of transactions, ensuring transparency and trust in shipment documentation. Data breaches, unauthorised access, and tampering must be addressed. End-to-end encryption, biometric authentication helps mitigate risks.”



Parvinder Singh
Managing Director
Hans Infomatic

Blockchain ensures transparency & trust in shipment documentation

Companies place stress on cyber-security training

“ By incorporating cutting-edge security measures, air freight is adjusting to combat changing cyber-attacks. To protect sensitive data, operators are implementing encryption protocols, real-time monitoring, and AI-driven threat detection. Vulnerabilities across digital networks are being decreased by prioritising compliance with global cyber-security. Firms are placing an emphasis on cyber-security training for staff. Air cargo operations can avoid intrusions, safeguard data integrity, and guarantee continuous logistics flow by implementing proactive defense.”



Piyush Kumar Singh
Academician, Startup
Consultant & Trainer

To protect sensitive data, operators are implementing encryption protocols

Blockchain secures unauthorised alterations

“ Airlines and cargo operators are implementing zero trust security models, encrypting data transmissions and using blockchain for secure documentation. Multi-factor authentication and biometric access help safeguard cargo data, prevent hacking attempts, and minimise disruptions in international logistics. AI analyses cargo flow and detects anomalies in real-time. Machine Learning forecasts security threats by analysing past incidents. Blockchain secures cargo documentation, prevents unauthorised alterations and ensures end-to-end transparency.”



Kartik Sharma
AI expert

AI analyses air cargo movement and detects anomalies in real-time

Beyond Sqfeet opens new warehouse in Amta, Kolkata

Warehouse, spanning 1.1 lakh square feet, adheres to Grade A+ standards, complying with all QHSE, Fire Safety and ESG guidelines. We will start our own time-bound PTL services catering to the region, where we see significant potential, says **Pratap Hazra, Founder, Beyond Sqfeet**.



CT Bureau

Beyond Sqfeet Supply Chain Solutions inaugurated a new warehouse in Kolkata. This facility is situated in Amta in the Dhulagarh region, inside Ganesh II Park.

Spanning 110,000 sq. ft., the warehouse offers storage capacities for heavy-duty racks with 2,500 High Bay Pallet Positions, expandable to 7,000 pallet positions, and non-racking areas. Two levels of RCC floors are designed



to facilitate e-commerce and cold chain cargo customers. "We will soon start our own time-bound PTL services ca-

tering to the Northeast, where we add value in client's supply chain," said Pratap Hazra, Founder, Beyond Sqfeet.

This is the second warehouse in Kolkata, expanding the total area to 1.6 lakh sq. ft. Industries such as fashion and apparel, wellness & cosmetics, FMCG, consumer durables are served here. It adheres to Grade A+ standards, complying with QHSE, Fire Safety and ESG norms. Beyond Sqfeet is expanding operations to Siliguri and Guwahati to cater to the Northeast region. Distribution is key with warehousing in the East and Northeast due to low pin code penetration and higher TAT. ↴

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Warehouses seek automation for safe & efficient operations

Over 70% of APAC warehouse operators, including India, seek automation for safety. As safety emerges as a top priority, automation tools are recognised as essential not only for optimising operations but also for safeguarding workers, according to a latest study conducted by **Zebra Technologies**.



Zebra Technologies Corporation latest warehousing vision study titled, 'Elevating Every Move: The Formula for High-Performance Warehousing,' indicates in 2024, India's total warehousing stock reportedly surpassed 500 million square feet, making the safety of frontline employees a critical focus alongside operational efficiency. As safety emerges as a top priority, automation tools are increasingly recognised as essential for optimising operations and safeguarding workers. According to the study, frontline workers clearly communicated the benefits of automating warehouse operations and the risks of not automating fast enough.

As per the study, 63 per cent of global warehouse leaders plan to implement AI (63 per cent in APAC, including India) and augmented reality

(AR) (65 per cent in APAC, including India) within five years. In addition, 64 per cent surveyed globally plan to increase spending on warehouse modernisation in the next five years, with APAC leaders, including India at 63 per cent. Meanwhile, 63 per cent plan to accelerate their modernisation timelines by 2029 like 64 per cent in APAC, including India.

From an industry point of view, Interact Analysis projects global warehouse square footage will increase by 27 per cent to 42 billion square feet in 2030 from 33 billion square feet in 2023. Warehouse labour spend is likely to show long-term expansion projected at a compound annual growth rate of 7 per cent through 2030.

The study finds out: 85 per cent of associates (88 per cent in APAC, including India) report that if employers do not invest in technology to improve warehouse opera-



Subramaniam Thirupathi
Director, India Sub-continent Business, Zebra Technologies

tions, they will not meet business objectives. Also, 74 per cent of associates (77 per cent in APAC, including India) are concerned they are spending too much time on tasks that could be automated.

As per the study, 72 per cent of associates (79 per cent in APAC, including India) are concerned about safety on the (increasingly busy) warehouse floor, with 70 per cent (72 per cent in APAC, including India)

“Automating material movement, data collection & information management benefits everyone.”

specifically worried about injuries. About 69 per cent of associates (73 per cent in APAC, including India) reported there is a lack of qualified staff on the warehouse floor and express concerns about fatigue and physical exhaustion (69 per cent globally, 76 per cent in APAC, including India).

Even warehouse leaders admit they find it challenging to maintain the fill rates (51 per cent globally, 45 per cent in APAC, including India) and prepare orders (47 per cent globally, 51 per cent in APAC, including India) outlined in their service level agreements

(SLAs), with order accuracy (41 per cent globally, 43 per cent in APAC, including India) and outbound processes (41 per cent globally, 40 per cent in APAC, including India) cited as the top two challenges in the Zebra study. Increased e-commerce activity is making “faster delivery to the end-customer” (37 per cent globally, 36 per cent APAC, including India) a top challenge for warehouse teams, even as technology use is on the rise.

“It is a clear sign to enhance warehousing solutions when associates worldwide note that their lives would improve with more thoughtfully



integrated automation in their workflows,” said Subramaniam Thiruppathi, Director, India sub-continent business, Zebra Technologies. “Automating material movement, data collection, and information man-

agement benefits everyone. It makes warehouses safer, helps teams meet SLAs more effectively, ensures a steady flow of quality goods to the market thereby boosting customer satisfaction and workers engagement,” he added.

AI would make an impact on their ability to detect issues or anomalies using AI. This sentiment is echoed by 82 per cent and 81 per cent in APAC, including India warehouse leaders. In addition, 77 per cent (78 per cent in APAC, including India) feel AI applications would impact their ability to forecast needs, streamline stock levels, and maximize space using AI applications.

Many global warehouse leaders who plan to automate, their goal is to mitigate errors. They hope automation will increase worker efficiency and productivity (54% globally, 56% in APAC, including India) as well as reduce order errors and manual picking (53% globally and in APAC, including India). Plus, 82 per cent of warehouse leaders (84% in APAC, including India) agree that giving warehouse workers more technology tools will help them exceed productivity goals, while reducing physical strain and preventing injuries. ↴

Warehouse leaders believe the impact of mobile device-based AI applications will centre in on worker safety, quality control, and inventory management. While 79 per cent say AI will positively impact their ability to detect potential hazards and issue alerts for prevention, 78 per cent think

Highlights

- While, 79% say AI will positively impact their ability to detect potential hazards and issue alerts for prevention, 78% think AI would make an impact on their ability to detect issues or anomalies using AI.

Impact

- 82% warehouse leaders (84% in APAC, including India) agree that giving warehouse workers more technology tools will help them exceed productivity goals, while reducing physical strain.



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Reducing CO₂ footprint: Push for sustainability in air freight

The report by TIACA suggests that about 72% of companies are prioritising energy efficiency to decarbonise operations and reduce costs. Fleet modernisation, digitalisation and innovation are key focus areas, with 84% actively investing in digital solutions and 83% in innovation-driven sustainability measures.



CT Bureau

TIACA announced the release of 5th edition of its annual Air Cargo Sustainability Insights Report, compiled from 274 responses from across the industry, covering various stakeholders. The report analyses data by industry sector as well as organisational size with a good mix of small, medium and large businesses.

KEY FINDINGS:

❖ Sustainability commitment strengthens across leadership:

- 96 per cent of respondents confirm support from their CEOs, while 88 per cent report CFO engagement in sustainability initiatives
- 71 per cent of companies have a dedicated sustainability strategy, with larger firms leading at 84 per cent compared to 60 per cent of small businesses.

❖ Increased investment in sustainability:

- 42 per cent of surveyed organisations have a dedicated sustainability budget, and 53



Glyn Hughes
Director-General
TIACA

per cent now have a sustainability team, reinforcing the industry's commitment to ESG.

❖ Decarbonisation and energy efficiency rake centre stage:

- 72 per cent of companies are prioritising energy efficiency to decarbonise operations and reduce costs
- Fleet modernisation, digitalisation, and innovation are areas, with 84 per cent investing in digital solutions and 83 per cent in innovation-driven sustainability measures

❖ Shift in focus on SAF:

- Report notes a decline in

“The results are useful in showing the industry's commitment to improve the impact we have on people.”

engagement with SAF and carbon offset initiatives, with only 32 per cent of companies investing in SAF solutions and 35 per cent utilising carbon offsets

❖ Industry-wide push to eliminate single-use plastic:

- 91 per cent indicate steps to phase out single-use plastic and foam, reinforcing a commitment to waste reduction

❖ People-centric sustainability priorities:

- 83 per cent of companies invest in employee training, 81 per cent focus on enhancing employee experience, and 74 per cent implement diversity and inclusion initiatives

TIACA continues to advocate for sustainable trans-

formation across the air cargo ecosystem through its BlueSky sustainability assessment programme.

The organisation calls on the industry stakeholders to:

1. Set concrete sustainability targets.
2. Measure and track progress through data-driven insights.
3. Transparently communicate achievements.
4. Seek recognition through industry-wide assessment programmes.

“We would like to thank everyone who took the time to complete this year's survey as the results are useful in demonstrating the industry's commitment to improving the impact we have on people, the planet and global prosperity,” said Glyn Hughes, Director-General, TIACA.

“We encourage everyone to consider undertaking the BlueSky assessment which would provide them a personalised organisational dashboard of their sustainability progress,” he added.



Technology is the differentiator to overcome tariff wars

With geopolitical tensions in Europe and the Middle East and tensions between China and USA, there is an imminent danger of complete supply chain disruptions to a significant extent. Major disruption will be on global supply chain volumes. Disruption in one mode would lead to trouble into another mode of transport.

On 1 February 2025, the USA imposed 25 per cent tariff on all imports from Canada and Mexico. President Donald Trump went on to warn the entire world to reduce excessive tariffs they imposed on USA imports, if not they will face retaliatory tariffs.

The same witnessed retaliatory measures from the two neighboring countries post which the announcement by the USA government was withdrawn. However, the USA justified the move saying it is to overcome trade deficit and protect their borders.

With the ongoing geopolitical tensions in Europe and the Middle East and tensions between China and USA,



Rajesh Panicker
Co-Founder & Director
Kale Logistics Solutions

IMPACT ON LOGISTICS

The major disruption is on the global supply chain volumes. Every time a disruption occurs in one mode it would always lead to a transformation into another mode of transport. For example, Houthi attacks in



there is danger of complete supply chain disruptions. Yet, this is not a one-off incident. Over the years, the world has witnessed trade wars multiple times and they have reshaped global trade dynamics to a significant extent.

the Red Sea region paved way for rise in air cargo volumes in the region as a complete turnaround through South Africa was not only expensive, but also time consuming.

For the past few months, the trade lanes between Eu-

“Tech can help EXIM stakeholders navigate and mitigate the challenges posed by tariff wars.”

rope and Asia-Pacific as well as Middle East and North America have witnessed continued growth. Escalation of these tensions could lead to global disruption causing a blow to all economies.

TARIFF WARS

Tariff wars are not new to the world. In fact, some economists would go far to say that Smoot-Hawley Tariff Act, 1930 is the reason for worsening of the great depression during the same year. When the USA imposed 60 per cent tariff on selected goods, other countries retaliated with similar tariffs.

Disputes existed between countries and alliances, which made way for war in the past. And when such escalations took place, the logistics industry was the first to face the negative impact. When a country imposes high retaliatory tariffs on another or a few, shipping costs increase. The defending country will start looking for new markets or will look forward to rerouting cargo movement through other means.

Over a period, this would lead to a reduction in trade volumes and decreased economic growth. In a nutshell, countries would realise the impact of tariffs only when the logistics industry takes a hit.

SURVIVING TARIFF WARS

Irrespective of tariff wars, many nations have survived and even surpassed the current trade volumes to an extent. Before the pandemic, USA imposed sanctions on Chinese imports. Yet, China survived because they have a robust ecosystem to move cargo across the world. The downside is this survival is not long-term and in case of escalations, the ripple effects would be larger than what it is currently, and stakeholders will be forced to undergo losses thereby posing a threat to business continuity.

LEVERAGING TECHNOLOGY

Technology can help EXIM stakeholders navigate and mitigate the challenges posed by tariff wars. Advanced data analytics enable businesses to assess the impact of tariffs and model various scenarios, assisting in strategic decision-making. By leveraging real-time trade data, firms can identify alternative markets, optimise supply chains and reduce dependency on regions heavily affected by tariffs.

Automation in logistics, through AI and IoT, improves inventory management and optimises transportation routes, helping businesses adapt swiftly to changing tariffs and trade dynamics. Cargo Community Systems and Digital Trade Corridors will be a major differentiator for the LSPs as they could provide a proper framework to operate during difficult times. Integrating them could be beneficial for EXIM stakeholders.

Record growth of global air cargo demand last year: IATA

Air cargo was standout performer last year airlines moving more air cargo than ever before. It was a year of profitable growth. Demand, which rose by 11.3% year-on-year, was boosted by strong e-commerce and various ocean shipping restrictions, says **Willie Walsh, Director-General, IATA**.



CT Bureau

IATA released data for the full year for 2024. “Air cargo was the standout performer last year with airlines moving more air cargo than ever before. Importantly, it was a year of profitable growth. Demand, which rose by 11.3 per cent year-on-year, was boosted by e-commerce and various ocean shipping curbs. This combined with air-

space restrictions limited capacity on some key long-haul routes helped to keep yields at exceptionally high levels. While average yields continued to soften from peaks in 2021 to 22, they averaged 39 per cent higher than 2019,” explained Willie Walsh, Director-General, IATA.

Full-year demand for 2024, measured in cargo tonne-kilometres (CTKs), increased



Willie Walsh
Director-General
IATA

point to another good year for air cargo—with oil prices on a downward trajectory and trade continuing to grow. There is no doubt, however, that the air cargo industry will be challenged to adapt to unfolding geopolitical shifts. The first week of the Trump administration demonstrated its strong interest

“While average yields continued to soften from peaks in 2021 to 22, they averaged 39% higher than 2019.”

Air Cargo Market in Detail - 2024					
	World Share*1	2024 (%year-on-year)			
		CTK %	ACTK %	CLF (%-pt) *2	CLF (level) *3
Total Market	100%	11.3%	7.4%	1.6%	45.9%
Africa	2.0%	8.5%	13.6%	-2.0%	41.8%
Asia Pacific	34.2%	14.5%	11.3%	1.3%	47.2%
Europe	21.5%	11.2%	7.8%	1.6%	53.7%
Latin America	2.9%	12.6%	7.9%	1.5%	36.6%
Middle East	13.6%	13.0%	5.5%	3.1%	46.9%
North America	25.8%	6.6%	3.4%	1.2%	40.3%

(*1) % of industry CTKs in 2024 (*2) Year-on-year change in load factor (*3) Load factor level

Air Cargo Market in Detail - December 2024					
	World Share*1	December 2024 (%year-on-year)			
		CTK %	ACTK %	CLF (%-pt) *2	CLF (level) *3
Total Market	100%	6.1%	3.7%	1.1%	47.3%
Africa	2.0%	-0.9%	1.8%	-1.1%	41.5%
Asia Pacific	34.2%	8.4%	6.3%	0.9%	49.1%
Europe	21.5%	5.1%	3.7%	0.8%	56.7%
Latin America	2.9%	10.9%	8.4%	0.8%	33.5%
Middle East	13.6%	3.3%	0.2%	1.4%	47.3%
North America	25.8%	5.3%	2.1%	1.3%	42.1%

(*1) % of industry CTKs in 2024 (*2) Year-on-year change in load factor (*3) Load factor level

to 11.3 per cent (12.2% for international operations) compared to 2023. Full-year 2024 demand exceeded the record volumes set in 2021.

- Full-year capacity in 2024, measured in available cargo tonne-kilometres (ACTKs), increased by 7.4 per cent as compared to 2023 (9.6% for international operations)

- Full-year yields averaged 1.6 per cent lower than 2023 but 39 per cent higher than in 2019

- December 2024 brought the year to a close with continued strong performance. Global demand was 6.1 per cent above December 2023 levels (7.0% for international operations). Global capacity was 3.7 per cent above December 2023 levels (5.2% for international operations). Cargo yields were 6.6 per cent higher than December 2023 (and 53.4% higher than in December 2019).

Looking to 2025, IATA estimates growth to moderate to 5.8 per cent, aligned with historical performance. “Economic fundamentals

in using tariffs as a policy tool that could bring a double whammy for air cargo—boosting inflation and deflating trade,” said Walsh.

Factors in the operating environment include:

- Global trade in goods grew by 3.6 per cent annually in 2024

- In December, manufacturing output PMI (49.2) and new export orders PMI (48.2) were below threshold represented by the 50 mark, indicating a decline in global manufacturing production and exports

- USA headline inflation, based on the annual CPI, rose by 0.2 percentage points to 2.9 per cent in December. In the same month, the inflation rate in EU increased by 0.2 percentage points to 2.7 per cent. China’s consumer inflation fell by 0.1 percentage points to 0.1 per cent in December.

ACCD hosts an evening of networking & dinner for members

The Air Cargo Club of Delhi (ACCD) recently hosted a gala evening for its members and their spouses. Along with fine dining and entertainment, the event also gave members networking opportunity. They celebrated the achievements of the club and fostered stronger bonds within the air cargo industry.





BLR Airport, Menzies Aviation introduce greenfield DCT

DCT features peak handling capacity of 360K MT, with a potential to expand to 400K MT. With 42 truck docks, more than 400 cargo bins, X-ray machines, 30 ULD build-up and breakdown stations, along with real-time data, the facility will ensure seamless cargo movement, while reducing TAT.



Ritika Arora Bhola

Kempegowda International Airport Bengaluru (KIAB/BLR Airport), operated by Bangalore International Airport Limited (BIAL), has partnered with Menzies Aviation Bengaluru Pvt Ltd to redefine domestic cargo operations with the launch of India's largest Greenfield domestic cargo terminal (DCT) in terms of designed capacity. This 245,000 square feet state-of-the-art facility signifies a milestone in BLR Airport's cargo handling capabilities, offering enhanced infrastructure and streamlined processes to meet the demands of the domestic market.

It will play a key role in connecting industries, strengthening supply chains, and driving innovation toward a more sustainable future for

domestic cargo and regional trade, positioning the airport as a leader in cargo handling. Spanning over seven acres, the DCT features a peak ca-

capacity of around 360,000 MT, with a potential to expand to 400,000 MT.

With 42 truck docks, 400 specially designed cargo bins, conveyors aligned with X-ray machines, 30 ULD build-up and breakdown stations, along with real-time data capture using 40 handheld terminals and self-service kiosks for agents, it will ensure seamless cargo flow, while reducing TAT. Equipped with cutting-edge technology and digital solutions, the DCT introduces upgrades such as real-time shipment tracking, data analytics tools, and enhanced communication systems integrated with barcodes and QR codes. This

HIGHLIGHTS

- This 245,000 square feet state-of-the-art facility signifies a milestone in BLR Airport's cargo handling capabilities, offering enhanced infrastructure and streamlined processes to meet the demands of the domestic market.
- Equipped with cutting-edge technology and digital solutions, the DCT introduces upgrades such as real-time shipment tracking, data analytics tools, and enhanced communication systems integrated with barcodes and QR codes.
- The terminal seamlessly integrates eco-friendly features such as skylighting, advanced ventilation systems and water conservation practices.

integration enables seamless data exchange with airline systems, improves process timelines, and reduces human touchpoints, ensuring faster cargo handling. The emphasis on digitalisation will streamline operations, enhance vis-

Compliant with IGBC standards, the terminal's scalable design ensures it can support future growth

ibility across the supply chain, and elevate the overall cargo handling experience for airlines, cargo agents, and end users. The DCT will include storage areas for specialised cargo, such as valuables, vulnerable items, live animals, dangerous goods, and radio-



active materials, reinforcing its comprehensive cargo handling capabilities. Compliant with Indian Green Building Council (IGBC) standards, the terminal's scalable design ensures it can support future growth, while reducing its environmental footprint.

The terminal seamlessly integrates eco-friendly features such as skylighting, advanced ventilation systems, water conservation practices, and energy-efficient infrastructure, all designed to minimise its environmental impact. By prioritising envi-

ronmental sustainability and workforce well-being, and incorporating renewable energy solutions, BLR Airport is setting the stage for greener and efficient cargo operations, while paving way for a more sustainable future in the industry.



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Bengaluru becoming domestic cargo hub of future: Raghunath

By integrating eco-friendly practices with technology, we have created a facility that addresses rising demand for domestic cargo. The new DCT reflects our commitment to sustainable growth. This facility will bring us closer to realising our vision of becoming a premier air cargo hub, says **Satyaki Raghunath, COO, BIAL**.



Ritika Arora Bhola

BIAL collaborated with Menzies Aviation Bengaluru Pvt Ltd to set up this newly constructed DCT. It took more than two years to conceptualise it. The idea was to make sure that we prioritise domestic cargo as well, because I think for a long time, international cargo has always been the priority, said Satyaki Raghunath, COO, BIAL.

GROWTH STORY

Domestic cargo over the course of the past few years, especially post-pandemic, has taken on a new role and gained prominence. BIAL has Fairfax as the principal private shareholder with 74 per cent and 26 per cent shareholding that is held between the Government of Karnataka and the Government of India. We are



Satyaki Raghunath
COO
BIAL

the only airport in India, besides Delhi, to have an independent parallel runway. We have two runways, and we were the first green-field airport in India, at least at this part of the country. We have a capacity of 715,000 metric tonnes (MT), and in CY 2024, we handled around 500,000 MT of air cargo. We expect to end this year

“ We have a capacity of 715,000 metric tonnes (MT), and in CY 2024, we handled 500,000 MT of air cargo.”

at more than 500,000 MT, he added. We now have direct non-stop connectivity to over 100 destinations, 75 domestic and 31 global destinations. We have 38 passenger carriers who directly serve Bengaluru, and 12 cargo airlines, which serve Bangalore Airport.

We are tripling in cargo capacity and size once in about a decade. When we started off this airport, we had 130,000 MT. When we celebrated our 10th anniversary, we had

350,000 MT. This year, we are sure to breach 500,000 MT of cargo mark. By the end of this decade, we will be close to a million MT, he hoped.

RISING DOMESTIC CARGO FLOW

We are happy with the launch of the new DCT at BIAL. It is the first time we have got such a large DCT at any Indian airport. The facility is spread over an area of seven acres. It is 245,000 square feet and has a capacity of between 360,000 MT and expandable to 400,000 MT annually. We hope that this will change the way domestic cargo is perceived at Indian airports. We believe that it is a great way for the domestic cargo market to grow.

CURRENT SITUATION AT BIAL

We are the largest cargo player in South India. We have got about 43 per cent of the market share there. The idea is to consolidate, help grow that market and make sure that we continue to be the preferred choice as far as cargo in South India is concerned.

MORE FREIGHTERS

It would be great to have more freighters, but I think the market will dictate that. And based on the demand and growth, I think the Indian carriers will get into that business as well. Amazon has its dedicated freighter, DHL has it too. We have QuickJet Cargo and IndiGo Cargo, which have made a few conversions of their passenger aircraft already. I think that sort of trend will continue over the course of the next few years as the market grows.

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‘Facilitating EoDB with new 250k sq. ft. greenfield DCT’

The new facility signifies milestone in BLR Airport’s cargo handling capabilities, offering enhanced infra and streamlined processes to meet domestic market’s growing demands. It will play key role in linking industries, strengthening supply chains and position BLR Airport as a leader in cargo handling.



Ritika Arora Bhola

Kempegowda International Airport Bengaluru (KIAB/BLR Airport), operated by Bangalore International Airport Limited (BIAL), has partnered with Menzies Aviation to redefine domestic cargo operations with the launch of India’s largest Greenfield domestic cargo terminal (DCT) in terms of designed capacity.

As far as the DCTs are concerned predominantly, there was a space and a capacity issue. Therefore, we have constructed one of the biggest terminals for domestic cargo, spanning 250,000 sq. ft, while the operational area is 200,000 sq. ft. This terminal has got a capacity throughput of 60,000 tonnes. It will facilitate ease of doing business (EoDB) in India, especially domestic trade, said Anil Kumar, CEO, Menzies Aviation, Bengaluru.

PLANNING & EXECUTION

We consulted with all stakeholders involved in the air cargo ecosystem and took their feedback to understand their expectations from us. Based on that, we increased the terminal size, or the number of X-ray machines, the space for wide-body aircraft, or dedicated freighters, which come for the domestic cargo. We have got dedicated ULD spaces and storage areas, which almost accommodates about 30 ULDs.

The total domestic cargo, which was handled last fiscal year was about 180,000 tonnes. With this capacity, we have done 3,60,000 tonnes. We



Anil Kumar
CEO
Menzies Aviation Bengaluru Pvt Ltd

will expand further to about 400,000 tonnes going forward.

STAKEHOLDERS’ RELATIONS

We have always maintained a cordial relationship with domestic cargo agents. At our existing terminal for domestic cargo, we had huge space constraints, we used to have regular meetings about it with the agents and now we

“ We have 170 AI managed CCTVs with high density. We are certified and have got permissions for handling HAZMAT.”

all are quite happy. In addition to that, we are moving towards paperless operations. Domestic cargo agents are supportive about it too. For example, all the invoices will be sent on emails. We have great support from the trade industry. Freight handling charges will remain same as per Airports Economic Regulatory Authority of India (AERAI) tariffs.

SECURITY OF CARGO

As far as safety and security is concerned, we have 16 X-ray machines, and these machines

have got a dual view facility and 200 certified screeners. In addition, we have close to 170 AI enabled CCTVs with high density. We are certified and have got permissions for handling dangerous goods.

GENDER DIVERSITY

If I look back 15 years, I can hardly find any woman employee in this organisation. But today, out of the 1,200 staff I can say 15 per cent of them are women and they also work night shifts. We have women in cargo screening complexes and soon we will be looking at equipment operators also.

CARGO TRANSIT TIME

If you look at the current TAT, you see it is basically 90 minutes for departures, for perishables it is 60 minutes. When the cargo arrives at a terminal from the aircraft, we take not more than 60 minutes to clear that. ↴



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22% total cargo volumes growth in CY 2024 handled by GHIAL

In CY 2024, Hyderabad airport handled 1,80,914 MT. This performance was driven by a 36% surge in global cargo to 1,08,520 MT and a 5% growth in domestic cargo at 72,395 MT. We are developing world-class infra, optimising processes, and enhancing capacity to serve diverse needs, says **Pradeep Panicker, CEO, GHIAL**.



GIn CY 2024, GMR Hyderabad International Airport (GHIAL) achieved significant growth, handling a total cargo volume of 1,80,914 metric tonnes, reflecting a growth of 22 per cent. This included 1,08,520 metric tonnes of international cargo and 72,395 metric tonnes of domestic cargo.

In CY 2024, HYD Cargo sustained its growth momentum, operating to over 20 international destinations through a robust network of passenger and freighter flights. Serving as a vital gateway, Hyderabad Cargo facilitated ex-



Pradeep Panicker
CEO
GHIAL

freighters services between Hyderabad and Addis Ababa. In late October 2024, Lufthansa Cargo transitioned to operating its own B777Fs from Hy-

“The airport will have domestic and global express terminal and dedicated export perishables terminal.”

derabad, enhancing its direct cargo operations in the Indian market with greater control and flexibility. Additionally, passenger flight frequency increased from five to six weekly. Also, Qatar Airways and Turkish Airlines operate scheduled freighter services to their respective hubs (DOH and IST) using wide-body freighters. Qatar Airways is increasing its freighter frequency effective February 2025, on the Hyderabad-Doha route from 2 to 3 weekly using B777F aircraft looking at the growing potential at Hyderabad. Exports from Hyderabad Airport reached destinations worldwide, including the USA, Europe, Latin America, Africa, the Middle East, South Asia, Australia, and China. The cargo infrastructure at Hyderabad is undergoing significant expansion to meet growing demand. The existing Cargo Terminal 1 is being upgraded and, upon completion, will feature a state-of-the-art Domestic Terminal, an International Courier/Express Terminal, and a dedicated Export Perishables Terminal, all aimed at enhancing opera-

tional efficiency and customer satisfaction. Additionally, construction of the new Cargo Terminal 2 is in progress, with Phase I expected to become operational this year, substantially increasing overall handling capacity. To further support the cargo community, an additional 20,000 sq. ft. of warehousing space is being developed within the RGIA Cargo Village, strengthening the airport's logistics capabilities.

“As a leading hub for cargo in India, we remain dedicated to developing world-class infrastructure, optimising processes, and enhancing our capacity to serve diverse cargo needs. Our recognition as the best performing airport for cargo import release times for the second consecutive year reinforces our focus on efficiency and customer satisfaction. Looking ahead, we are excited to continue building on this momentum and to drive further innovation, positioning Hyderabad Airport as a key global cargo gateway” asserted Pradeep Panicker, CEO GHIAL.



ports to top global markets, with high-value pharmaceutical shipments comprising 72 per cent of the total exports. The United States and Europe remained the largest export regions, accounting for 51 per cent of the total exports from HYD. It established a direct connection to the African market with Ethiopian Airlines operating two weekly

derabad, enhancing its direct cargo operations in the Indian market with greater control and flexibility. Additionally, passenger flight frequency increased from five to six weekly. Also, Qatar Airways and Turkish Airlines operate scheduled freighter services to their respective hubs (DOH and IST) using wide-body freighters. Qatar Airways is increasing

HIGHLIGHTS

- Hyderabad Airport continues to be a leading airport for handling pharma cargo in India and has witnessed a strong growth in movement of electrical and electronic items along with engineering goods in the last one year.
- Hyderabad Cargo has been reaccredited under the IATA Safety Audit for Ground Operations (ISAGO), an industry programme, in February 2024. The ISAGO had assessed the control system, ensuring compliance with the internationally recognised standards, best practices, and regulatory needs.

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WAI's 2nd industry-academia faceoff focuses on skilling, AI

The Warehousing Association of India (WAI) in collaboration with The Great Lakes Institute of Management, Gurgaon, hosted 2nd Industry-Academia Interface Conference on logistics & warehousing. The conference featured discussions on automation, skill development and role of women in the warehousing industry.







Collaboration to hone tech skills of logistics workforce

We will upskill our workforce to work with technologies, such as AI, robotics and IoT so that they can optimise their usage and are prepared for future demands, say **Jyotsana Saxena, Chief People Officer, India & Indian Subcontinent, DB Schenker**, and **Sanjay Tiwari, CEO & Co-founder, 21CC Education**.



Tell us about your collaboration with DB Schenker India to promote skill development?

Tiwari: Our collaboration is focused on providing workers in logistics and transportation sectors, the skills they need to thrive in their roles. We leverage our skilling platform, 21CC Skilled, to offer a range of e-learning modules covering supply chain management, warehousing and freight forwarding, among others. The courses are interactive and designed to present complex concepts in an engaging way. This collaboration allows us to tailor our training to meet specific needs of DB Schenker and help equip their

workforce with the right skills to enhance productivity and optimise operations. Our goal is to make skill development impactful and improve workforce performance.

With increasing automation, how critical is it to have workers capable of operating the systems?

Saxena: Automation and advanced technologies such as AI, robotics, and IoT are only effective when they are properly operated, managed, and maintained by skilled personnel. We are upskilling our workforce to work with these technologies, ensuring our teams can optimise their usage. We are focusing on training workers in technical skills related to new systems and in problem-solving and

Our goal is to make skill development impactful and improve workforce performance with use of automation

maintenance, so they can address any challenges that arise. This proactive approach is essential for maximising potential of automation and technology in logistics.

Tiwari: As the industry adopts automation and advanced technologies, having a skilled workforce is critical than ever. These technologies, while transformative, require skilled individuals who can operate, maintain, and trou-

bleshoot complex systems. We focus on equipping workers with necessary technical skills to understand and manage these innovations. By incorporating these technologies into our training modules, we ensure workers are prepared for the demands of the future. A workforce proficient in both traditional logistics functions and advanced technologies will be instrumental in ensuring that automation leads to increased efficiency rather than disruption.

How prepared is your workforce to adapt to the rapidly changing logistics landscape?

Saxena: We recognise the logistics industry is undergoing rapid changes, from growth of e-commerce to increasing need for sustainable prac-



Jyotsana Saxena
Chief People Officer, India & Indian
Subcontinent, DB Schenker



Sanjay Tiwari
CEO & Co-founder
21CC Education

“ We are dedicated to fostering a learning culture, enabling employees to develop and refine skillset.”

tics and handling supply chain disruptions. We have implemented robust training programmes that equip our workforce with the skills necessary to adapt to these shifts. This includes training in e-commerce fulfilment, managing sustainable logistics, and ensuring resilience in the face of disruptions. Our workforce is updated with the latest industry trends and best practices to remain competitive. We encourage employees to embrace change and innovation by fostering a learning culture, which helps them stay prepared for ever-evolving logistics landscape.

“ We aim to enhance productivity, reduce skill gaps, and empower workers to build long-term careers in logistics.”

How do you address skill shortages in logistics? How do you retain skilled employees in face of high turnover rates?

Saxena: To address skill shortages in logistics, we are dedicated to fostering a learning culture, enabling employees to develop and refine skillsets over time. We collaborate with platforms such as 21CC Education to deliver training that is practical and easily accessible, ensuring our workforce is equipped to meet industry demands. In addition to bridging skill gaps, we focus on re-



taining top talent by offering competitive compensation, clear career progression, and a supportive work environment. By regularly engaging with our employees to understand their career aspirations, we provide the tools and resources they need for growth within the company. This approach enhances employee satisfaction and reduces turnover, ensuring a skilled and loyal workforce.

How do you ensure your logistics workforce has opportunities for continuous training and tech upgradation?

Saxena: Continuous learning is embedded in corporate culture. We offer our employees a range of training resources, including in-house and external programmes. Our collaboration with platforms such as 21CC Education's 21CC Skilled allows us to provide industry-specific training; comprehensive and accessible. We ensure our employees have regular access to leadership, soft skills development programmes and help them grow beyond technical expertise. By fostering a culture of learning and offering a variety of training opportunities, we enable our workforce to evolve with the industry.

What is the objective of your collaboration?

Saxena: The primary goal of our collaboration is to enhance the skills of our logistics workforce and enable them to han-

dle the challenges of an evolving industry. This collaboration helps us ensure our teams are prepared for emerging trends such as automation, e-commerce growth and sustainability practices. We also plan to continue leveraging innovative training solutions to provide them with the skills they need to succeed in the long-term.

Tiwari: Our aim is to help DB Schenker build a skilled logistics workforce capable of meeting the modern logistics landscape's demands. We aim to enhance productivity, reduce skill gaps, and empower workers to build long-term careers in the logistics sector. Our focus is on creating a global talent pool through our platform, ensuring that the workforce is well-prepared to handle the evolving challenges of the logistics industry. We also strive to integrate advanced technologies into our training modules, ensuring workers remain adaptable to future industry changes.



Hike in engineering exports in February 2025

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		FEB '24	APR '23-FEB '24	FEB '25	APR '24-FEB'25	FEB '25	APR '24-FEB '25
1	Tea	80.04	752.89	74.38	842.59	-7.08	11.91
2	Coffee	146.08	1096.59	178.68	1541.52	22.32	40.57
3	Rice	1053.95	9321.59	1193.19	11293.50	13.21	21.15
4	Other cereals	21.02	489.58	23.47	243.11	11.65	-50.34
5	Tobacco	111.87	1328.17	141.80	1840.70	26.76	38.59
6	Spices	429.18	3673.65	433.39	3932.20	0.98	7.04
7	Cashew	28.13	310.25	24.88	313.32	-11.53	0.99
8	Oil meals	170.86	1571.66	107.28	1227.26	-37.21	-21.91
9	Oil seeds	145.73	1302.95	105.83	1232.70	-27.38	-5.39
10	Fruits & vegetables	410.09	3223.32	413.67	3391.60	0.87	5.22
11	Cereal preparations & miscellaneous processed items	257.26	2582.00	255.24	2821.52	-0.78	9.28
12	Marine products	493.72	6846.82	510.50	6729.94	3.40	-1.71
13	Meat, dairy & poultry products	422.05	4111.94	450.32	4612.05	6.70	12.16
14	Iron ore	411.51	3644.86	191.01	1844.80	-53.58	-49.39
15	Mica, coal & other ores, minerals, including processed minerals	399.47	4195.62	496.33	4490.28	24.25	7.02
16	Leather & leather products	333.11	3939.43	328.01	4015.63	-1.53	1.93
17	Ceramic products & glassware	343.43	3904.35	304.49	3631.59	-11.34	-6.99
18	Gems & jewellery	3195.65	30087.82	2532.91	26917.63	-20.74	-10.54
19	Drugs & pharmaceuticals	2512.40	25045.99	2474.22	26785.69	-1.52	6.95
20	Organic & inorganic chemicals	2952.88	25582.53	2228.90	25837.08	-24.52	1.00
21	Engineering goods	9938.92	98034.28	9082.61	105845.12	-8.62	7.97
22	Electronic goods	2997.87	25600.79	3791.13	34015.88	26.46	32.87
23	Cotton yarn/fabs./made-ups, handloom products etc.	1027.12	10589.32	981.80	10938.03	-4.41	3.29
24	Man-made yarn/fabs./made-ups e tc.	431.73	4239.78	395.65	4432.09	-8.36	4.54
25	RMG of all textiles	1476.34	13059.37	1534.94	14458.00	3.97	10.71
26	Jute mfg, including floor covering	26.62	310.42	29.92	349.28	12.41	12.52
27	Carpet	113.35	1266.15	118.87	1403.97	4.87	10.88
28	Handicrafts, excl. handmade carpet	215.56	1522.80	154.83	1635.86	-28.17	7.42
29	Petroleum products	8215.96	78740.84	5814.67	58617.85	-29.23	-25.56
30	Plastic & linoleum	728.18	7297.77	679.50	8114.30	-6.69	11.19
	Sub-Total	39090.06	373673.55	35052.42	373355.09	-10.33	-0.09
	GRAND TOTAL	41405.62	395379.29	36912.74	395628.70	-10.85	0.06

Note 1: Exports include Re-Exports.

Note 2: The figures for FEB 2025 are provisional. Note 3: Grand total is inclusive of component 'Other

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

Petroleum imports grew in February 2025

Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		FEB '24	APR '23- FEB '24	FEB '25	APR '24- FEB'25	FEB '25	APR '24- FEB '25
1	Cotton raw & waste	31.43	549.86	99.86	1140.28	217.72	107.38
2	Vegetable oil	931.47	13806.61	1204.32	16101.55	29.29	16.62
3	Pulses	397.08	3174.11	494.14	5038.90	24.44	58.75
4	Fruits & vegetables	263.68	2678.67	261.24	2983.21	-0.93	11.37
5	Pulp and waste paper	135.64	1685.32	145.20	1862.95	7.05	10.54
6	Textile yarn fabric, made-up articles	185.07	2116.74	196.87	2282.50	6.38	7.83
7	Fertilisers, crude & manufactured	450.68	9939.03	604.98	9608.75	34.24	-3.32
8	Sulphur & unroasted iron pyrites	11.75	194.42	54.89	295.53	367.02	52.01
9	Metaliferrous ores & other minerals	824.25	8716.92	832.50	10299.56	1.00	18.16
10	Coal, coke & briquettes, etc.	3194.99	35661.50	2056.69	28844.71	-35.63	-19.12
11	Petroleum, crude & products	16891.04	162390.31	11892.53	166725.82	-29.59	2.67
12	Wood & wood products	509.83	5894.29	518.78	6442.63	1.75	9.30
13	Leather & leather products	56.74	858.59	69.18	907.59	21.92	5.71
14	Organic & inorganic chemicals	2017.79	24579.39	2039.35	26165.44	1.07	6.45
15	Dyeing/tanning/colouring materials	280.73	4623.79	307.65	3912.17	9.59	-15.39
16	Artificial resins, plastic materials, etc.	1674.61	20455.86	1570.63	20627.14	-6.21	0.84
17	Chemical material & products	815.87	11876.86	1253.13	11562.46	53.59	-2.65
18	Newsprint	28.10	395.74	24.61	389.56	-12.43	-1.56
19	Pearls, precious & semi-precious stones	2193.11	21346.35	1280.57	15871.19	-41.61	-25.65
20	Iron & steel	2049.16	22111.22	1570.24	20862.88	-23.37	-5.65
21	Non-ferrous metals	1627.73	19568.46	1792.16	22547.97	10.10	15.23
22	Machine tools	449.16	4423.66	432.64	5173.14	-3.68	16.94
23	Machinery, electrical & non-electrical	4104.67	44717.23	4323.50	48892.65	5.33	9.34
24	Transport equipment	3141.64	27293.17	2609.74	30602.37	-16.93	12.12
25	Project goods	32.50	1036.82	149.23	1041.29	359.15	0.43
26	Professional instrument, optical goods, among others	661.23	7007.44	628.13	7596.59	-5.01	8.41
27	Electronic goods	6942.84	80318.44	7573.56	89303.93	9.08	11.19
28	Medicinal & pharmaceutical products	661.06	7562.82	704.55	8193.25	6.58	8.34
29	Gold	6150.29	44009.82	2338.09	53530.36	-61.98	21.63
30	Silver	1725.47	4621.73	430.72	4707.96	-75.04	1.87
	Sub-Total	58439.61	593615.18	47459.66	623514.33	-18.79	5.04
	GRAND TOTAL	60919.29	621187.64	50963.71	656684.23	-16.34	5.71

Note 1: Imports include Re-Imports. Note 2: The figures for FEB 2025 are provisional.
Note 3: Grand total is inclusive of component 'Other'.

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



FICCI unites experts to discuss progress under PM Gati Shakti

FICCI held ‘Summit on Gati Shakti: Accelerating India’s Logistics Vision for Viksit Bharat’ in New Delhi. The summit focused on bridging infra gaps, fostering private and foreign investments, promoting multimodal solutions and brought together industry leaders, policymakers and innovators on single platform.

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The Second edition of the FICCI Gati Shakti Summit 2025 commenced with an inspiring inaugural session. Industry leaders who shared their visionary insights on transforming the future of transport and logistics included Anil Syal, President, Safexpress; Manab Majumdar, Senior Advisor, FICCI; Sachin

Bhanushali, Advisor, Transport & Logistics, The World Bank; and Pali Tripathi, CEO, Taabi Mobility among others. Pankaj Kumar, Joint Secretary - Logistics, DPIIT graced the event as Chief Guest.

The Business Session I focused on Driving India’s Logistics Future. It covered integrating infra, investments, and multimodal networks. It was moder-

ated by Jaffrey Thomas, Partner, PwC. The session also marked the release of a knowledge report by FICCI, highlighting key developments and opportunities in the logistics landscape. Business Session II was focused on Transforming Logistics through Technology, Sustainability, and Innovation. It focused on leveraging AI, IoT, Blockchain, and real-time data for smarter logistics, along with achieving

net zero emissions and driving circular economy solutions. It was moderated by Nitin Kumar, Director, PwC. Business Session III: The Way Forward: Charting a Strategic Roadmap focused on KPIs for logistics success by 2030. It covered scalable e-commerce solutions, workforce upskilling, green fuels, PPP models, and optimising air freight. It was moderated by Akash Singh, Partner, Kearney India.





BACC members enjoy delightful dinner evening

The Bangalore Air Cargo Club (BACC) recently hosted dinner and entertainment evening, bringing together experts for a night of celebration. Blending business with pleasure, the evening gave an opportunity for the members to network, unwind and strengthen connections.



‘Sangam’ event held during Belgian Economic Mission of India

Port of Antwerp-Bruges hosted a gala event recently, which was a blend of Indian and Belgian entertainment and paved for new ways of cooperation. The key purpose was to celebrate the power of collaboration and the synergy between the two countries.



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Port of Antwerp-Bruges recently organised ‘Sangam’ gala event and joined the Belgian Economic Mission to India with a delegation, underscoring the importance India holds as a trading

partner for the port. The goal was to fortify partnerships for a sustainable future with a vital trading partner and the world’s fastest-growing economy. Port of Antwerp-Bruges hosted gala event in collaboration with Flanders Investment & Trade and supported Belgian and

Indian partners. The evening brought a blend of Indian and Belgian entertainment, combined mutual understanding and paving the way for new ways of cooperation. The aim was to celebrate the power of collaboration and the synergy between two nations, show-

casing the expertise of Belgian firms for Mumbai business representatives, Indian policy-makers and the Belgian delegation. Port of Antwerp-Bruges showed demonstrated its role in creating partnerships, positioning itself as a key player in global trade.



Logistics leaders, students take part in Softlink Global event

Softlink Global successfully hosted LogiTHON at IIT Bombay, bringing together the country's brightest engineering minds to tackle critical challenges being faced by the logistics industry. Technology is not an option—it is the backbone of modern logistics, says **Amit Maheshwari, CEO, Softlink Global**.

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Organised by Softlink Academy with support from IEOR and IIT Bombay, the event received an overwhelming response, with more than 1,500 students from 250 engineering colleges across the country registering to participate. Jury comprised Dushyant Mulani, Chairman, FFFAI, R. Radhakrishnan, Chairman Emeritus Clearship Group & Past President, FFFAI, T.N. Seetharaman, Director, AllMasters, Prof. Jayen-

dran, Head, IEOR, IIT Bombay, Amit Maheshwari, CEO, Softlink Global and Kathiresan Eswaramurthy, Co-founder and CEO, AllMasters.

In his address, Amit Maheshwari, CEO, Softlink Global, reflected on his personal journey in logistics technology. He shared how he, as an engineer, involuntarily entered the logistics industry to discover its vast potential for innovation and problem-solving. "Logistics is one of the dynamic industries in the

world. The problems are real, the impact is global, and the need for solutions is immediate. Those who embrace this challenge will define the future of logistics," he added. He stressed the growing role of AI, automation, and digital intelligence in logistics transformation. "Technology is not an option—it is the backbone of modern logistics. Seeing the solutions developed at LogiTHON, I am confident that the next generation of engineers is ready to lead this transformation," Maheshwari added.

Emphasising logistics as India's next growth engine, Dushyant Mulani, Chairman, FFFAI & President, BCBA, said, "This is the decade of logistics for India. Just as IT transformed the nation decades ago, the sector is now poised to drive the next wave of growth and innovation."

Initiatives such as LogiTHON were crucial in bridging the skill gap, empowering young minds, and shaping the future of logistics technology, Mulani added.





Invest in infrastructure, tech & workforce to enhance EoDB

Air cargo and logistics sectors are must for smooth functioning of global trade, but they are beset by various bottlenecks, including lack of capacity, regulatory hurdles, infrastructure challenges, labour shortages and rising operational costs. These bottlenecks often lead to delays, higher costs and inefficiencies.

The air cargo industry has faced significant challenges due to global supply chain disruptions caused by factors such as trade wars (e.g., the USA-China tariff war) and geopolitical tensions (such as conflicts in the Middle East, Russia's war in Ukraine, and trade restrictions). Industry has adapted in several keyways as follows:

DIVERSIFICATION OF ROUTES & MARKETS:

Regional shifts: With trade wars and geopolitical tensions affecting traditional trade routes (like those between the USA and China), the air cargo industry has diversified its operations to new and al-

Airlines have had to re-route flights to avoid regions affected by geopolitical tensions, such as Middle East

ternative regions for instance, cargo movement to emerging markets in Africa and South America have increased.

Redirection of cargo: Airlines have had to re-route flights to avoid regions affected by geopolitical tensions, such as the Middle East. This has resulted in the search for more stable and predictable corridors, which may require longer or less direct flights, but ultimately ensure the continuity of services. Cargo movement through Indian airports have improved as it was found to be a more stable route.



Friendshoring and regionalisation: In response to tariffs and geopolitical tensions, many companies have sought to shorten supply chains by nearshoring production closer to end markets. For instance, the companies have increasingly moved manufacturing from China to countries such as Vietnam, India, and even Mexico, which has increased demand for air cargo services to these regions.

The air cargo and logistics sectors are essential for the smooth functioning of international trade, but they are beset by a variety of bottlenecks, including a lack of capacity, regulatory hurdles, infrastructure challenges, labour shortages, and rising operational costs.

These bottlenecks often lead to delays, higher costs, and inefficiencies. Addressing these issues requires investment in infrastructure, technology, and workforce development, as well as the adaptation of more agile and resilient systems capable of navigating global uncertainties and disruptions. To overcome the bottlenecks in the air cargo

industry, a multifaceted approach is needed. Investment in infrastructure, technology, and sustainability, along with improved workforce training and regulatory collaboration, will help the industry improve capacity, streamline operations, and enhance resilience.

By embracing innovation, optimising workflows, and building more flexible, interconnected supply chains, the air cargo sector can overcome its challenges and continue supporting global trade effectively. The IGIA serves as an air cargo hub in India, facilitating domestic and international trade through its state-of-the-art infrastructure. To ensure seamless cargo movement and meet the growing demand for air freight services, DIAL has continuously expanded and modernised cargo facilities.

Some of the digital initiatives across IGIA's cargo terminals are as below-

- ❖ **Enhanced ACMES (Air Cargo Management System) Efficiency** – This initiative facilitates seamless coordination between Customs,

- Partner Government Agencies (PGAs), and cargo stakeholders, ensuring efficient cargo processing and clearances.

- ❖ **VMS-Based Terminal Access** – A vehicle management system (VMS) has been implemented to regulate truck entry, reducing congestion at terminal gates and ensuring smooth traffic flow.

- ❖ **Truck Management Application** – A digital platform has been deployed in order to optimise truck movement within the cargo terminals, ensuring better operational efficiency and time-based entry.

- ❖ **E-Gate Pass Implementation** – The introduction of electronic gate passes has significantly reduced the dwell time thereby leading to faster cargo clearance.

HIGHLIGHTS

- ➔ Major challenges include lack of capacity, regulatory hurdles, infrastructure, labour shortages and rising operational costs.
- ➔ Investment in infrastructure, technology and sustainability must.
- ➔ ACMES facilitates seamless coordination between Customs, Partner Government Agencies (PGAs) and cargo stakeholders.
- ➔ VMS has been implemented to regulate truck entry.

ACCM hosts gathering for air cargo experts in Chennai

The Air Cargo Club of Madras (ACCM) hosted its Annual Ball 2025 in Chennai. The evening began with rendition of Tamil Thaaai Vaazhththu, setting the tone for a grand celebration. This was followed by the traditional lighting of the lamp. The industry experts enjoyed the evening over music and delectable food.



Jeena & Company celebrates the generations of trust



Celebrating 125 glorious years of excellence, Jeena & Company marks a historic milestone, reflecting a legacy of innovation, integrity and impact. As the firm honours this remarkable journey, its employees share heartfelt testimonials, recounting their experiences and memories.



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Jeena & Company strongly believes that its employees are the heart of its success, and it goes above and beyond to ensure their well-being and job satisfaction. The company offers a range of flexible working options, from remote work to flexible hours, so employees can achieve the perfect balance between their professional and personal lives.

It also provides continuous learning and development opportunities to help them grow in their careers. The company's



Sam Katgara, Cyrus Katgara and Homi Katgara

commitment to health and wellness includes comprehensive healthcare benefits, wellness programs, and a supportive, inclusive work environment where every individual feels

valued. The company understands that a motivated and well-supported workforce is essential for success. That's why Jeena prioritises recognising and celebrating the hard work

of employees through regular praise, rewards, and acknowledgment of their achievements. Whether it's through monthly recognition programs, shout-outs in team meetings, or personalised notes of appreciation, Jeena makes sure that each individual feels valued for their contributions.

Jeena has now completed **125 years** of excellence. Its commitment to employee welfare goes beyond just flexibility. Jeena employees share their happy experiences, expressing gratitude for the supportive culture and work environment.



Testimonials by Ex-Employees

Vishal Sharma

The company seamlessly combine its deep-rooted legacy with a forward-looking vision. Being part of a century-old company was professionally enriching and personally rewarding. The lessons, values and relationships I gained will always hold a special place in my heart.

Arvind Mathur

Being part of this journey for nearly two decades, I have experienced a workplace built on teamwork, support and strong leadership. The company's management and owners have always been approachable and inspiring, making every day a new learning experience.

G.K. Shankar

The firm's work culture and passionate leadership have driven its remarkable success. The firm's reputation made every sales interaction seamless and employee loyalty speaks volumes about its family-like environment. I cherish my time working with the great leaders whose guidance was invaluable.

Arun K. Haldwani

Honoured to have been part of Jeena & Company, a place where tradition meets innovation and teamwork drives excellence. The company is more than a workplace—it is a family that instills integrity, resilience and dedication. Grateful to Cyrus Katgara and the team for their inspiration and support.

Balbir Mehanti

Working with three generations of visionary leaders like Adi Katgara, Cyrus Katgara, Sam Katgara and Homi Katgara—who knew 1,200 employees by name. Under their leadership, Jeena became an industry leader and best place to work. Today, Ayesha Katgara and Nari Katgara are taking it to new heights.

Prashant Mohan

Jeena & Company was my training ground, it shaped my career and strengthened my foundation in the industry. It gave me the confidence to handle challenges, analytical skills and exposure in overseas markets. Jeena is the only company where I would play a second innings, if given the chance.



Percy Wadia

Jeena & Company is a professionally run family enterprise that values its people. With ethical leadership, visionary foresight, and a culture of innovation, the firm fosters a supportive and creative work environment. Grateful to have been part of Jeena for over 15 years.

Hetal Jhaveri

I was honoured to receive a memento from the Late Adi Katgara during the company's 100-year celebration. The firm groomed me professionally, and I am truly grateful to Homi Sir for his guidance and support in my early career. As it marks 125 years, I wish the Jeena team success and brilliance.

Dharmender Kumar

It was a journey of learning, growth and lasting connections. Working in the import customs clearance dept taught me lessons that guide me even today. The environment made me feel at home, with respect and camaraderie. I am still friends with few of my ex-colleagues.

Manish Mathur

I was fortunate to be part of this journey for seven years. The strong foundation of honesty and trust instilled in me and others has shaped many careers. Wishing Jeena continued success. My journey was filled with great memories, professional growth, and recognition.

Timmy Patel

As Jeena celebrates its 125th Anniversary, I feel immense pride in having been part of this incredible journey for 27 years until my retirement in 2020. My time at Jeena & Company was filled with remarkable experiences that I continue to cherish.

Sujit Rasam

Proud to be a second-generation employee of Jeena & Co., that has thrived for 125 years. The hands-on management and positive work culture have been instrumental in shaping careers, including mine. I cherish my 20 years with Jeena and extend my best wishes for the future.

Manoj Motiwala

Having spent two decades at Jeena & Co., I witnessed its humane approach to leadership—standing by its people through every challenge. It instilled in me the art of delegation and philosophy of “People, Service, Profit.” It was an honour to be part of this remarkable journey.

Shweta Singh

As Jeena & Co celebrates 125 years of excellence, I feel proud to have been part of its journey. Working there was more than a job—it shaped my career, values and professional growth. Its customer-first approach, collaborative culture, and visionary leadership set the company apart.

Bala Visvesvara

Jeena & Co., was the foundation of my career, teaching me lessons in growth, resilience and teamwork. Joining the accounts department in 1993-94, I witnessed the transition to Tally and early PC systems. The supportive culture and camaraderie at the company made every challenge worthwhile.

Prashant Gawkar

With 30 years in the shipping industry, I can confidently say that Jeena & Co., stands out for its fairness and commitment to employees, vendors and customers alike. As the firm celebrates 125th Anniversary, I hope the next generation upholds its glorious legacy and continues to set industry standards.

R. Swaminathan

Jeena & Co., stands out for its customer-centric approach, continuous investment in innovation, and commitment to sustainability. I joined with no prior industry knowledge, yet the Katgara family's trust and support enabled me to grow from an accountant to a branch manager.

Raji Sundaresan

My 20-year journey with Jeena & Co., began in June 1991, during one of the most challenging phases of my life. Jeena welcomed me with warmth and support, making me feel at home. I had the privilege of being part of Jeena's 100-year celebration; after retirement, I remain linked with my colleagues.



Colonel K S Suri

As Jeena & Co., celebrates 125 years, I fondly remember my time with them. At 92 today, I look back with gratitude to Naik and Cyrus Katgara for entrusting me with the responsibility of streamlining the import department. My journey there was enriching—I learnt everything about import operations.

Vishal Handa

Jeena & Co., journey from humble beginnings to industry leadership is inspiring. I am grateful for the trust and freedom given to me by Cyrus Katgara, Sam Katgara, and Ramesh Mehra, which helped me bring key corporate clients on board. Wishing Jeena many more years of success and innovation.

Gaurishanker Mathur

Entering sales as a fresher with no clients, I was fortunate enough to have a mentor who trained and supported me. Thanks to their guidance, I grew within the company and left as a Deputy Manager, Sales. In a nutshell, my time at Jeena & Co., was truly the golden period of my career.

Captain Suresh Mehra

Heartiest congratulations to Jeena & Co., on completing 125 years in freight forwarding. I take pride in having been part of the company during the 1990s for nearly a decade. It brings me joy to have played a role, along with my colleagues, in pioneering the ocean export business, flourished over the years.

Ramdas Naik

Congratulations, Jeena & Co., on an extraordinary milestone. I had the privilege of starting my career with the firm, working under the leadership of Cyrus Katgara and Sam Katgara. Their unwavering support and guidance made the workplace feel like a second home.

G.D. Walimbe

I joined Jeena & Co., in 1984 as an Accounts Executive and retired as the Accounts, Legal & Administration Manager—never once seeking a change. Even when offered a role by Air France, I chose to stay, valuing the company’s integrity and commitment.

H.S. Chouhan

My years at Jeena & Co., were truly golden, shaping me both personally and professionally. The experience, knowledge, and ethics I gained there have been the foundation of my success today. Congratulations to the company on completing 125 years and may it continue its legacy for many years more.

Sunil Chopra

Joining in 2003 after British Airways was a leap into the world of forwarding. With Sam Katgara’s trust, I mastered export/import operations and customs regulations. Cyrus Katgara’s drive pushed me to excel, leading to business growth and expansion of Import Consolidation vertical in Delhi.

Anup Choudhary

I had the privilege of being part of the company from 1991 to 1997. It was an incredible journey with one of India’s most reputable forwarders. During my tenure, I witnessed its commitment to excellence and innovation in logistics. The experience shaped my career and I remain grateful for the opportunity.

N Sankaran

I joined the firm in 2005 in the Exports Department, handling accounts. What stood out to me was the company’s unique approach to delegation—empowering departments with independence, unlike many in the forwarding industry. This allowed me to gain operational knowledge alongside my core role.

Ramesh Tandon

We take pride in our 50 years of association with the first and only clearing agent since inception. Over the years, we have worked with many incredible professionals at Jeena & Co., maintaining ties even beyond their tenure. We are grateful for the support it provided when our partner met with a mishap.

Ajay Suri

Jeena & Co., has been a center of learning with a strong value system that few can match. Grateful to Sam and Homi Katgara for their visionary approach and support for employees, making them feel valued. It was also an honor to work under the guidance of Nariman Katgara and Adi Katgara. ✨

Elevate & celebrate: Air cargo experts unite at ACCB gala event

The Air Cargo Club of Bombay (ACCB) recently hosted a spectacular entertainment evening for its members and their spouses. The event brought together industry professionals in a relaxed and vibrant setting. It was a perfect blend of business and leisure, offering participants a chance to exchange ideas, build relationships.



PHDCCI meet stresses on investing in drone technology

At Bharat Drone Manthan 2.0, PHDCCI focused on creating ecosystem in India for drones. Piyush Srivastava, Senior Economic Advisor, MoCA, and Shekhar Dutt, Member, IIPA and Former Governor, Chhattisgarh were the guests of honour. Experts from IT, MSMEs, logistics and tourism sectors also took part.

CT Bureau

The PHDCCI organised Bharat Drone Manthan 2.0 in New Delhi focusing on advancing the drone ecosystem towards Viksit Bharat 2047. The key focus areas included evolving futuristic

drone technology and current policy landscape, impact of drones on defence sector, drones manufacturing, innovation and R&D and capacity building. Industry experts also participated in drones' exhibition and engaged in insightful discussions.





Movements



DELHIVERY India

Milind Sharma has joined as Head of Rapid Commerce and D2C Brands by Delhivery. With 14 years of experience, Sharma will build the Rapid Commerce Service and oversee Delhivery's product portfolio for direct-to-consumer brand segment.

FAII India

Vandana Singh has joined as Chairperson, Aviation Cargo Wing, Federation of Aviation Industry in India (FAII). With 28 years of experience in the business, Singh will develop strategies to enhance efficiency and sustainability of aviation cargo operations.



DP WORLD India Sub-continent

Suresh Ramani has been appointed as Chief Commercial Officer, Logistics in the sub-continent by DP World. With 30 years of experience, Ramani's expertise spans across India, the Middle East, and African markets. He said "I am thrilled to contribute to DP World's mission."

TRUCKSUP India

Man Singh Jhahhria has joined as COO of TrucksUp. With 20 years of experience, he in his new role will focus on scaling TrucksUp's operations, driving value creation, and implementing sustainable solutions for its customers. He will lead the company's efforts to meet its long-term goals.



ALLCARGO GATI India

Narayanam Sessa Srikanth was appointed as Head, HR for Gati Express and Supply Chain, (Allcargo Gati). Srikanth was with the firm since 2016, contributing to its growth, and change management. He also served in Genpact, Infosys and Cognizant.

V-TRANS India

Vinayak Mullick has been appointed as the Vice President-Business Operations at V-Trans India (Ltd). He has over 29 years of experience in SCM, logistics and digital transformation. He has expertise in operational excellence, network optimisation, and people management.



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