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8

## PMGS alters connectivity to tier II & III cities



6

## 'Promise of innovation and revolution in global air cargo'



16

## Cold chain logistics sector faces packaging, power cut issues



26

## 'Logistics suffer from uneven regulatory frameworks'



38

## 'Compliance of global regulations allows us to transport HAZMAT'



44

## EVs for sustainable long-haul delivery & logistics growth



48

## Ensuring safe cargo handling when rain plays spoilsport



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# 'Promise of innovation and revolution in global air cargo'

At the recently concluded IATA's 81<sup>st</sup> AGM in New Delhi, Prime Minister Narendra Modi says 3.5 MMT of cargo is ferried by air annually in India and this volume is set to hike to 10 MMT by the end of this decade. India is working on a futuristic roadmap to maximise this potential, he adds.



CT Bureau

In line with his commitment to developing world-class air infrastructure and enhancing connectivity, Prime Minister Narendra Modi, addressing the IATA's 81<sup>st</sup> AGM and plenary session of World Air Transport Summit (WATS) at Bharat Mandapam in New Delhi, highlighted the import of the event returning to India after four decades.

The Prime Minister emphasised the transformative changes India has undergone during this period, stating today's India is more confident than ever. He remarked 3.5

**Indian carriers have placed orders for 2,000 new aircraft, signalling rapid growth in the sector"**

– PM Narendra Modi

tential, he underscored India's investment in world-class airport infrastructure. Here, he noted, in 2014, the country had about 74 operational airports, which have now increased to as many as 162. Indian carriers have placed orders for more than 2,000 new aircraft,



Prime Minister Narendra Modi and Union Civil Aviation Minister Ram Mohan Naidu at the IATA 81<sup>st</sup> AGM in New Delhi

ited data visibility. The current system will not meet expectations of anyone as the cus-

• Stakeholders who built ONE Record to use it

• Governments to accept ONE Record data in their facilitation processes

"Better compliance, cost savings and faster processing are incentives for everyone to make ONE Record work. The event reflected on partnerships and forward-thinking ideas that may transform the sector. The collaborations have reinforced the role of air cargo in driving global trade, innovation and resilience," the IATA Director-General said.



MMT of cargo is transported by air annually in India and this volume is all set to increase to 10 MMT by the end of this decade. The Prime Minister emphasised these figures are not just statistics, but a reflection of the country's immense potential.

Highlighting that India is actively working on a futuristic roadmap to maximise this po-

signalling rapid growth in the air cargo sector, remarked the Prime Minister.

Willie Walsh, Director-General, IATA, said, "On the air cargo side, the focus is ONE Record. For too long, aircraft have flown faster than the documentation that accompanies shipments—held back by fragmented systems, outdated processes and lim-

toms requirements evolve and e-commerce volumes surge. The ONE Record global data-sharing standard will be the single accurate and real-time source of truth for the entire value chain that built it together. The international rollout would start in January 2026, but to gain the complete benefits of the same we will be counting on two things," Walsh said.

## HIGHLIGHTS

- ➔ In 2014, the country had around 74 operational airports, which has today increased to as many as 162.
- ➔ The event reflected on insights, partnerships and forward-thinking ideas that may alter the aue cargo sector in the coming years.

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# CREATING INFRA, TECH TO BOOST BIZ COMPETITIVENESS

PM Gati Shakti Master Plan aims at improving India's overall logistics performance. Despite progress, PMGS faces constraints, such as inter-ministerial coordination gaps, land acquisition, environmental clearances, limited integration with state-level logistics plans, slow digital adoption and inconsistent mapping across departments. Addressing these is crucial to realising PMGS' full potential in transforming India's logistics and trade ecosystem.







Ritika Arora Bhola

To make India a global powerhouse hub of logistics, Prime Minister Narendra Modi launched PM Gati Shakti National Master Plan in 2021, focusing on developing world-class infrastructure, seamless connectivity and technology-driven solutions. The initiative was aimed at integrating multi-modal transportation and improving transportation by air, sea, road, rail to facilitate ease of doing business (EoDB) in the country.

In the past few years, India has witnessed tremendous developments under this master plan, which enhanced trade competitiveness and reduced delays and costs.

According to reports, the logistics sector is experiencing robust growth with a projected CAGR from 5.3 per cent to 9.69 per cent between 2025 and 2034, depending on the specific market or region. This growth is fuelled by expansion of e-commerce, increased global trade and advancements in technology under PMGS. The initiative has catalysed infrastructure develop-

ments across India, aiming to enhance multimodal connectivity and streamline logistics.

### PMGS IMPACT

PMGS has enhanced multi-modal connectivity in a big way. The Western Dedicated Freight Corridor (WDFC) links ports in Gujarat to the north via high-speed freight

**Northeast saw enhanced road, rail, air link under PMGS, connecting towns such as Ziro in Arunachal Pradesh to broader economic networks**

trains, reducing road congestion. It has enabled faster road construction in rural and border areas and supports industrial corridors, such as Delhi-Mumbai Industrial Corridor (DMIC) and Amritsar-Kolkata Industrial Corridor (AKIC). Northeast India saw enhanced road, rail, air connect under PMGS, linking remote towns such as Ziro in Arunachal Pradesh to broader economic networks.

It has boosted last-mile road and rail links to ports, such as Paradip, JNPT and Chennai Port, and enhanced air cargo infrastructure in tier II and III cities to support exports and e-commerce.

For instance, Jewar International Airport (Gautam Buddha Nagar district, UP) is being integrated into highway and rail networks through PMGS. Increased investments in logistics parks, cargo terminals, cold chains and growth of drone-based logistics in remote and disaster-prone regions are also being recognised.


### BOTTLENECKS

Though industry leaders have embraced PMGS and benefited under the scheme, it has highlighted a few concerns, which require attention. PM Gati Shakti seeks integration of 30 ministries and departments, which is complex and results in delays at bureaucratic levels. On-time project execution is another challenge, which in India with a fragmented market structure depends on state-level approvals, land acquisition, environmental clearances and digital planning. It delays on the ground execution in many

regions, especially in hilly, tribal, or conflict-prone areas. PMGS relies on accurate GIS and spatial data thereby reducing the effectiveness of centralised planning and real-time data tracking. There is shortage of skilled manpower or trained personnel to use the platform effectively. PMGS promotes PPP model, but private players are still hesitant on investing in remote areas.

### VIKSIT BHARAT 2047

Viksit Bharat 2047, a vision supporting enhanced trade, economic growth and global competitiveness, is not a far-fetched dream. Sectors supporting this growth include e-commerce, pharma, electronics and automotives. By 2047, a techno-driven logistics ecosystem with reduced logistics costs from 8 to 10 per cent of GDP, a hub-and-spoke model for air cargo with global link, seamless integration with global supply chains and digitally enabled logistics is undertaken.

Experts speak to  how PMGS has hit their businesses and how they look forward to India becoming global logistics powerhouse.





## Gati Shakti enhances India's competitiveness

PMGS has reduced bottlenecks, enhanced last-mile connectivity and improved transit efficiency for time-sensitive cargo moving on domestic and global routes. It has enabled better coordination between ministries, accelerated infrastructure development, reduced logistics costs and improved delivery timelines and boosted India's competitiveness. Domestic cargo growth is driven by sectors, such as e-commerce, pharma, electronics and automotive.

India's rising export potential, supported by policy reforms and modernised port and airport infrastructure, continues to strengthen cargo movement."



**Abhishek Goyal**  
CEO & Executive Director  
Aeroprime Group

**India's rising export potential, continues to fortify cargo movement**

## Shift in cargo logistics reduces transit times

Gati Shakti has brought about a shift in cargo logistics by integrating infra planning across various transport modes. It has improved multimodal connectivity, streamlined freight corridors, and enabled coordination between ministries—leading to reduced transit times and logistics costs. Pharma, e-commerce and auto components are propelling domestic cargo growth. Exports of engineering goods, chemicals and agri-products are expanding routes.

The govt's push for FTAs and digital infra is enabling forwarders to integrate efficiently into global supply chains."



**Amit Maheshwari**  
Founder and CEO  
Softlink Global

**Pharma, e-commerce and auto spare parts are propelling domestic cargo growth**

## Pharma, e-commerce hike end-to-end logistics

This unified framework is enhancing our domestic connectivity by enabling seamless integration between road, warehousing and multimodal networks. We are strategically expanding our network and leveraging infrastructure synergies in order to provide faster, more reliable domestic cargo movement, especially across emerging tier II and III cities. Sectors such as automotive, e-commerce, pharmaceuticals, consumer electronics, among others are driving this momentum, increasing demand for agile and end-to-end logistics."



**Ketan Kulkarni**  
MD and CEO, Gati  
Express and Supply Chain

**We are leveraging infra synergies to provide faster, reliable cargo movement**

## KEY INITIATIVES

### Enhanced rail connectivity:

The latest development includes inauguration of one of India's largest auto cargo terminals at Manesar, part of Haryana Orbital Rail Corridor, which facilitates vehicle transportation, reducing road congestion and emissions.

### Dedicated freight corridors (DFCs):

The recent development includes PM's Cabinet Committee on Economic Affairs' (CCEA) approval on the Wardha-Ballarshah fourth railway line which aims to alleviate congestion and expedite freight movement in Vidarbha.

### Highway upgrades:

Projects, such as Singhana-Titanwar Access-Controlled Highway in Rajasthan and Barabanki-Bahraich NH-927 Corridor in UP are set to bolster regional trade and reduce transit times. Linking Sikar, Nagaur, Jodhpur and Delhi, Singhana-Titanwar Access-Controlled Highway project will streamline freight and pax movement, strengthen regional trade and drive economic development across Rajasthan, Haryana and Delhi.

### Industrial and logistics hubs:

Development of MMLPs and industrial corridors aim to integrate various transportation modes, enhancing cargo handling efficiency. Under the PMGS, the government is developing 300 Gati Shakti Cargo Terminals (GCTs) and 35 MMLPs to enhance India's logistics infrastructure, which is in progress.

### Digital integration:

ULIP and investments in developing digital infrastructure with advanced technology such as Internet of Things, Artificial Intelligence, Block Chain, among others help improve digital literacy.

## Indian export push expands global cargo routes

PMGS has boosted cargo logistics by enhancing multimodal connectivity through integrated planning across road, rail, air and waterways. It has reduced transit time, improved infrastructure synergy, streamlined approvals and made cargo movement more efficient and cost-effective. Growth in domestic and international cargo transport is being driven by sectors e-commerce, pharma, electronics and automotive. The surge in online retail and demand in tier II and III cities, fuels domestic logistics



**CK Govil**  
President  
ACAAI

**The surge in online retail and demand in tier II and III cities, fuels domestic logistics**

India's export push in textiles, agri-products, FTAs and logistics reforms has expanded global cargo routes."



## Rise of online shopping needs faster logistics

“Over 90 GCTs have been developed, with 230 additional terminals approved, facilitating efficient intermodal cargo movement. Rail projects such as Wardha-Ballarshah and Ratlam-Nagda lines are set to increase capacity by 18 MMT annually. The initiative has reduced logistics costs, enhanced supply chain efficiency and supports economic growth by improving road, rail, air, and sea transport modes. E-commerce, manufacturing and pharma are driving growth in domestic and global transport. The rise of online shopping demands faster logistics. Manufacturing exports in electronics etc., boost freight volumes.”



**Keku Bomi Gazder**  
CEO and MD  
Aviapro Logistic Services

**PMGS has boosted supply chain efficiency and supported economic growth**

## India is slowly improving delivery timelines

“Notably, 48 GCTs have already become operational, facilitating faster cargo movement and reducing turnaround times (TATs). It has helped eliminate bottlenecks through improved last-mile connectivity, enabling better access to ports and industrial hubs. Through initiatives, such as ULIP, PMGS framework has brought about transparency and real-time visibility in cargo movement. By aligning infrastructure development with cargo demand, the country is reducing logistics costs, improving delivery timelines and positioning itself as a competitive player in international trade networks.”



**Vandana Singh**  
Chairperson Aviation  
Cargo, FAI

**ULIP, PMGS have brought transparency and real-time visibility in cargo movement**

## Infra development speeds up cargo movement

“PMGS represents a transformative advancement in India's logistics infra, unifying cargo transportation by road, rail, air, sea and inland waterways into a seamlessly integrated, digitally enabled framework. This holistic approach has reduced bottlenecks, improved freight predictability and fostered enhanced multimodal synergy. Coordinated infra development across ministries accelerated cargo movement, reduces costs and established India as a globally competitive logistics hub. E-commerce, pharma, agri-exports and renewable energy stand out as catalysts of cargo transport.”



**Amit Tandon**  
CEO & MD  
Asia Shipping

**E-commerce, pharma and renewable energy are catalysts of cargo transport**

## PMGS: Logistics costs decrease to 11.5%

“Digital integration through ULIP is gaining momentum with 930 private sector participants and 30 government systems onboarded, enabling seamless cargo tracking and document processing. PMGS impact is visible, logistics costs decreased from 13 to 14 per cent of GDP to 11.5 per cent in FY24, with more targeted by FY30. It is unlocking PPPs for cargo terminals, warehouses and cold-chain infrastructure, accelerating sectoral growth. India's cargo landscape is witnessing growth. E-commerce, medicines, electronics, agri-products etc., are leading the surge.”



**Balagopal Balachandran**  
National Head,  
Air Freight, FEI Cargo

**It is unlocking PPPs for cargo terminals, warehouses and cold-chain infrastructure**



## Results in improved first & last-mile delivery

“For logistics players, this has translated into improved TATs at terminals, enhanced first-mile and last-mile connectivity, and an ability to plan routes efficiently. It is facilitating the development of integrated logistics parks and multimodal transport hubs that reduce bottlenecks and bring predictability to cargo ops. PMGS is not just infra-focused, it is creating a transparent and responsive logistics ecosystem aligned with India's goal of reducing logistics costs and enhancing competitiveness. Growth in cargo is being led by e-commerce, pharma, and perishables, among others.”



**Jalpa H. Vithalani**  
Director  
Global Aviation Services

**PMGS is not just infra-focused, it is creating transparent logistics ecosystem**





# Cargo operations fuelled by booming e-commerce in India

The country's air cargo movement has witnessed growth, which was propelled by an amalgamation of innovation, futuristic approach, strategies and resilience. Perishables items, such as exports of foodgrains, spices and fresh produce sustaining volumes. While textile and apparel industry is continuing to thrive, growth of electronics, manufacturing and e-commerce logistics is boosting domestic cargo flow, supported by improved infrastructure and policy reforms. Together, they power new era of cargo movements, enhance connectivity and economic resilience.



Ritika Arora Bhola

From Assamese tea leaves, Himachal Pradesh's apples, Andhra Pradesh seafood, electronics and automobiles from Tamil Nadu—the domestic and EXIM trade for consumer durables, FMCG, and time-sensitive shipments have seen a remarkable growth in recent years.

As per reports, in 2024-2025, air cargo volumes surged to 3.4 million metric tonnes (MMT), marking a 7 per cent year-over-year increase, with international cargo operations rising by 10 per cent. This growth is largely fuelled by the booming e-commerce industry, time-sensitive products and fast moving consumer goods and improvements in infrastructure for cargo handling and movement.

The government's 'Make in India' and 'Self-reliant India' played a pivotal role in making the industry leaders realise their potential and capabilities. These initiatives provided a much-needed push to these sectors to drive growth out of India. Si-

## GROWTH DRIVERS

- The rapid expansion of e-commerce has increased the demand for efficient logistics solutions, including faster, more reliable delivery. Now, quick commerce has also elevated customer expectations by promising 10 minutes and same day deliveries.
- The manufacturing and export of high-value goods, such as electronics and pharmaceuticals, are also contributing to the growth of cargo transport.
- Increased exports of pharmaceuticals are driving the demand for specialised logistics services such as cold chain logistics and as per reports, investments are on the rise in cold chain logistics.
- The movement of agricultural products, including perishable goods, is another sector contributing to cargo transport.

multaneously, to keep up with the rising demand, airports and carriers also ramped up their capacity, invested in world-class technology and infrastructure to ensure ease of doing business (EoDB), reduced costs and enhanced operational efficiency. Today, the world seeks to ship to India, primarily because of the favourable market conditions, reduced costs, easily available workforce and geographical condition. The PM Gati Shakti Masterplan has played a transformative role in India's cargo logistics by enabling integrated, multimodal infra planning and execution. Through the masterplan's framework, India has seen enhanced alignment between air, road, and rail connectivity—facilitating

efficient cargo movement and reducing transit bottlenecks.

Unified Logistics Interface Platform (ULIP) has played a vital role in enabling real-time data exchange and streamlined inter-agency coordination, improving TATs, especially for high-value and perishable goods. The government policies and investments in infrastructure projects such as the DFC and Sagarmala are creating an environment for growth in the logistics sector.



hears from industry experts, about the sectors powering growth of domestic and international trade in India.

## E-commerce remains growth driver in India

“Cargo growth at BLR Airport is being driven by high-value, time-sensitive and fast-moving sectors that reflect Bengaluru's economic strengths and align with India's broader economic and trade priorities. On the international front, pharma, perishables, electronics and precision engineering goods continue to lead cargo movement. Bengaluru's prominence in technology, life sciences and biotechnology sectors reinforce the airport's role as a critical gateway for these industries. Domestically, the growth in e-commerce remains a growth driver with rising demand for express delivery and regional distribution.”



**Arun Chandra**  
Vice President, Aviation Business, BIAL

**Domestically, e-commerce continues to be a growth driver with increasing demand**

## Manufacturers scaling up production in India

“Pharmaceuticals and e-commerce are currently driving cargo growth in the country. India's e-commerce industry is projected to reach US\$325 billion by 2030, increasing the demand for fast and reliable logistics solutions. At the same time, the global 'China +1' strategy is encouraging major manufacturers to scale up production in India. This shift is not only boosting domestic but also international volumes. Govt policy support through initiatives like 'Make in India', the PLI schemes, and infrastructure programmes are playing a role in unlocking capacity and improving efficiency across all modes of transportation.”



**Suneet Gupta**  
Senior VP, Business Development, Kale Logistics Solutions

**Govt policy support is playing a vital role in unlocking cargo capacity**



## Construction industry witnessing growth

“With a focus on setting up India as a global manufacturing hub, the manufacturing sector has enhanced the movement of raw materials and finished goods across the domestic and international borders. All this was due to the e-commerce industry, which has led to an increase in the last-mile deliveries across the country. Last but not the least, the construction and infrastructure development industry is also witnessing remarkable growth with thanks to the ongoing initiatives of the central government to develop a robust infrastructure in the country.”



**Vineet Agarwal**  
President  
CJ Darcl Logistics

**The sector has enhanced movement of finished goods across India & over the borders**

## Integrated approach for improving EoDB essential

“E-commerce is strengthening trade with more people shopping online of late. The manufacturing industry's output is thriving, especially in electronics and automobiles. Thanks to the govt support and changes in international supply chains, the sector is flourishing. The industry is contributing to this growth. Stakeholders should collaborate and bring the forwarders together and connect it with infrastructure and technology. To move the freight industry forward, transport efficiency must be improved across India and enhance connectivity with other nations.”



**Afzal Malbarwala**  
MD  
Galaxy Freight

**Stakeholders must collab and connect with forwarders with infrastructure and technology**

## ‘Make in India,’ PLI fuel demand for logistics

“Growth of cargo transport, domestic and international, is being driven by pharma, e-commerce, automotive, electronics, and agri-produce. India's expanding manufacturing base, under Make in India and PLI is fuelling demand for reliable logistics. Pharmaceuticals and electronics dominate air cargo, while the bulk commodities, fast moving consumergoods and retail goods, drive volumes in surface and multimodal transport. Increase in temperature-controlled logistics and shipments is creating new spaces for digital transformation in handling.”



**Parvinder Singh**  
MD  
Hans Infomatic

**Growth of cargo transport is being driven by pharma, e-commerce and automotives**

## Pharma sector faces challenge of freight cost

“India is well positioned to cater to pharma and perishables. The infra available includes transportation, cold storage and pharma compliant storage. Air and ocean cargo are capable to support the product. But the challenge faced by pharma industry is the freight cost. India being a home for generic drug manufacturing plays a significant role. This will take time to evolve, till then the balancing act will have to continue. With regards to temperature deviations and excursions. Most carriers have a list of approved data loggers to facilitate wider use of the same.”



**Shesh Kulkarni**  
Managing Director  
Noatum Logistics

**Most carriers have a list of approved data loggers to facilitate wider use of the same**



## Global demand fuels under PLI schemes

“Sectors driving growth include energy, minerals, cement, and port corridor traffic domestically, while automotive, electronics, pharma, and renewables—under PLI schemes—are fueling international cargo demand. These reforms will go a long way in equipping forwarders with scalable, streamlined export logistics—offering better terminals, faster inland connectivity, and seamless modal transfers. DP World's integrated infrastructure, including Free Trade Warehousing Zones, rail link to ports, and end-to-end forwarding abilities—empower trade.”



**Zeeshan Mukhi**  
VP, Freight Forwarding  
Subcontinent, DP World

**The reforms will go a long way in equipping forwarders with streamlined export logistics**



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# Cold chain logistics sector faces packaging, power cut issues

Cold chain logistics is evolving, driven by rising demand for pharma, fresh produce and temperature-sensitive goods. Despite challenges in last-mile connectivity and temperature control, India's cold chain is poised to play a crucial role in food security, healthcare delivery and global supply chains.



CT Bureau

**C**old chain logistics is not about moving goods from the point of origin to its destination, but about preserving life, trust and well-being. Behind every refrigerated truck or temperature-controlled container lies a story; vaccines reaching a clinic or fresh vegetables and fruits arriving at a store.

There is no scope of compromise when it comes to cold chain supply chain operations, even a slight difference in temperature or degrees can risk the life of millions. There-

fore, ensuring high-level cold chain standards and supply chain robustness and resilience is essential.

The stakeholders involved in cold chain transportation—drivers, technicians, custodians or planners—must be well-trained, skilled and should be aware of the specifications of the products they carry. In many ways, cold chain logistics is the silent heartbeat of health and hope.

That said, be it grapes from Italy, jackfruit from Sri Lanka, kiwis from China, mangoes from India or pharma, vac-

cines from across the world, credits to the robust and resilient supply chains that we receive should be in their best state.

## PACKAGING

Packaging is crucial for cold chain logistics as it safeguards temperature-sensitive products during transit. From insulated boxes and gel packs to advanced phase change materials, the specialised packaging ensures products, such as vaccines, biologics and fresh food remain within strict temperature ranges. It acts as a protective barrier against external heat and poor handling,

**Stakeholders involved in cold chain transportation should be aware of the specifications of products they carry**

preserving quality from origin to destination. In a world dependent on supply chains, cold chain packaging plays a vital role in protecting product integrity and an individual's health. Cold chain firms lay emphasis on packaging. Opti-





mal use of specialised boxes, pallets, containers, gel packs, thermal blankets, dry ice, among others, is vital. Perishables must be packed carefully to endure 72 hours of transit.

### AIRPORT HANDLING

Another critical point is proper handling at the terminals, as it is a vital link in maintaining temperature integrity. Whether it is pharma or perishables, these goods require swift,

precise handling in controlled environments to prevent exposure to heat or delays. Specialised zones, pre-cooled storage and trained staff are a must to ensure smooth transfers between transport modes—transfer from reefer vehicle to the storage facility and to final loading onto the aircraft. Cold chain products must be in set temperature zones, even a few minutes outside the cold chain can compromise the products quality, thereby affecting relationships, businesses, time and cost and may be, even one's life.

### AIRCRAFT LOADING, OFFLOADING

Loading and offloading cold chain products onto aircraft is a time-sensitive and precision-driven process. Temperature-sensitive goods, such as vaccines, life science products and perishables must be transferred quickly between temperature-controlled storage and the aircraft to minimise exposure to ambient conditions. Equipment, such as refrigerated dollies, thermal covers and pre-cooled containers are used to protect the cargo's integrity. Trained ground crew work 24x7, ensuring each movement is efficient and executed as even brief lapses in handling can lead to product damage or loss.

### RESILIENT SUPPLY CHAIN

Maintaining cold chain supply chain integrity and efficiency requires a blend of technol-

ogy, coordination and vigilance. Every step—from storage, packaging, transport and final delivery—must uphold temperature controls to protect product quality. Real-time monitoring, data logging and trained personnel are essential to detect and respond to any deviations.

Efficiency comes from minimising handovers, reducing transit times and ensuring all stakeholders are aligned through clear communication. When done right, it preserves safety of sensitive goods and builds trust across the entire supply chain.

### INVESTMENTS

Investments in cold chain technology have risen in the past few years, driven by government programmes, private funding and growth in perishable and pharma exports and domestic movement. End-to-end visibility and supply chain transparency is vital in maintaining supply chain integrity. The Pradhan Mantri Kisan SAMPADA Yojana and

Integrated Cold Chain Infrastructure Scheme alone have financed ₹6,000 crore in cold storage and refrigerated transport projects, creating millions of tonnes in capacity.

On the technology front, adoption of IoT sensors, cloud-based monitoring, AI-powered analytics and blockchain is becoming mainstream, helping shippers maintain temperature control, optimise routes and track shipments in real-time. Investments in solar-powered cold storage, energy-efficient refrigeration and electric reefer trucks reflect a push toward sustainability.

Overall, India's cold chain logistics outlook is bright, thanks to the government's push and PPP funding. Through initiatives, such as PMGS, the National Logistics Policy and the Integrated Cold Chain and Value Addition Infrastructure Scheme, the government has granted infra status to cold storage and warehousing, unlocking access to credit and fostering capital

#### Highlights

- Specialised zones, pre-cooled storage and trained staff must ensure smooth transfers.
- Cold chain products must be in set temp zones if even for a few minutes outside the cold chain.

#### Impact

- MMLPs are developed along with PPP models to integrate cold storage into India's transport network.
- We invested in real-time monitoring, GPS-enabled data recorders and packaging solutions.





inflows. Public-private partnerships are at the heart of this transformation; schemes such as National Centre for Cold-chain Development operate in PPP mode, guiding infra development, standards and digital integration.

Multimodal Logistics Parks (MMLPs) are being developed under Public-Private Partnership mode to integrate cold storage into the transport network. States are joining the initiative. For instance, UP offers up to 50 per cent subsidies for frozen-storage infrastructure, incentivising private investment. As a result, India's cold chain market is on track to double from ₹2 lakh crore this year to roughly ₹5 lakh crore by 2030-2032, propelled by improved infrastructure, streamlined financing and collaborative ventures between the public and private sectors.

**EVUS** discusses with experts the pain points despite strong public and private push.



## Shortage of skilled labour key challenge

“Inadequately equipped cold storage facilities, lack of skilled labour, relatively slower digital adoption, lack of integrated supply chains and last-mile cold chain infra are some of the key challenges. We have invested in real-time monitoring, GPS-enabled data recorders and validated packaging solutions to guarantee product integrity. We manage temperature through passive and active temperature-controlled packaging systems with real-time shipment/temperature monitoring. This approach ensures environmental control, quick response to excursions and preservation of product quality and safety across the supply chain.”



**Prakash Singh**  
COO  
Jeena and Company

**Quick response to excursions preserves product quality & safety in supply chain**

## Contingency plans for unexpected events must

“Pharma and perishable multimodal transport in India face challenges, such as inadequate cold chain infrastructure, handling delays and varied compliance standards across modes. We mitigate temperature excursions through real-time tracking, validated packaging and strict SOPs. Our temperature-controlled vehicles, reefer facilities and AFS infra ensure consistent conditions across the supply chain. Reliable last-mile delivery through GPS-enabled and temperature-controlled vehicles are supported by trained personnel. Round-the-clock monitoring and contingency protocols help maintain product integrity.”



**Vipin Vohra**  
Chairman  
Continental Carriers

**Round-the-clock monitoring and contingency protocols help maintain product integrity**

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## Packaging critical for perishables, pharma

“ The perishable & pharma cold chain logistics by air warrants caution and care right from stage one i.e. packaging. Packing strategies include specialised boxes, materials, use of gel packs, thermal blankets and dry ice. Perishables should be packed carefully to endure at least 72 hours of transit time. Perishables should be stored for a minimum period and must be forwarded on the first available flight and to the destination without involving a transfer point. The airports need to be equipped with cooling centres to store the goods at required temperatures before loading.”



**Sunil Kohli**  
Managing Director  
Continental Carriers

**Perishables should be packed carefully to endure at least 72 hours of transit time**

## Outages affect products during transit, storage

“ For pharma, strict temperature norms issued by global trade bodies are hard to maintain across modes. Poor cold chain infra, especially in tier II and III cities or during shifting from air cargo to road freight is another challenge. Power outages is a common feature in tier II and III cities, affecting the products during transit or warehouse storage. For perishables, inconsistent cooling and standards maintained for fruits, vegetables, dairy, and seafood, damage them quickly. High spoilage rates rise due to delays or poor packaging or exposure to atmosphere during loading/unloading.”



**Aldrick Dsouza**  
Head, Operations  
WFS

**Power outages is common feature in tier II and III cities, affecting the products during transit**

## Quality storage, cold chain solutions vital

“ Every shipment deserves full attention. Many of the brands we move are ones that my son enjoys. We are proud to play our part in ensuring that nutritious food and safe healthcare reach homes the way they are meant to. We are passionate about powering cold chain with excellence. The firm specialises in providing cold storage and logistics solutions so that ensure pharma and perishables stay safe and fresh. The cutting-edge facilities and expertise lay the foundation for supply chains, enabling quick commerce partners to deliver with confidence using temperature-controlled bags and PCMs.”



**Kartik Jalan**  
Founder & CEO  
Indicold

**The state-of-the art cutting-edge facilities and expertise lay the foundation for supply chains**





# DELIVERING HEALTH, WORLDWIDE

## KEY FEATURES



Integrated  
Cargo Terminal



Pharma Zone & Unbroken  
Cold Chain Facility



Road Feeder  
Services (RFS)



Cargo Satellite Building  
Offices & Warehouses



State of Art Cargo  
Handling Equipment



On-site  
Regulators



International Express &  
Courier Facilities

**Code-F**

Exclusive  
Freighter Bays



Airport Free  
Trade Zone



Dedicated Pharma  
Zone Offering



Fully  
Temperature  
Controlled  
Export Area



2 to 8°C/  
15 to 25°C/  
20 to 2°C



Temperature  
Controlled  
Cool Dolly

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Support

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**30°C** 

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# ACFI promotes paperless trade to better LPI ranking



Ahead of its Annual Conclave 2025 to be held on 11 July in New Delhi, Air Cargo Forum India (ACFI) hosted its curtain raiser recently. With the theme 'Air Cargo Leadership in a Changing World—India at the Forefront of Global Transformation,' the event brought together leaders and highlighted key focus areas.



CT Bureau

**S**anjeev Edward, President ACFI, said, India has a lot of potential with ease of doing business, our Logistics Performance Index (LPI) ranking needs to improve. This

will happen if we have process simplification. At ACFI, we have a specific focus on process simplification.

Going paperless has been a big initiative for us. With the 'Go Green' initiative, we

have added ESG to it. We are also focusing on 'how does one promote cargo?' How do you make cargo the preferred choice of export? We will focus on domestic cargo this year for in India it is an equally big opportunity. And we are looking

at a specific focus on how do we have some good operating processes for that? We will also focus on women diversity and inclusion. Focus will also be on SEZs, cargo hubs, multimodal connectivity and capacity building, among others.



**Sanjiv Edward**  
President, ACFI and CEO  
Cargo and Logistics, GMR Group



**Satish Lakkaraju**  
Chairman  
ACFI Regional Outreach Task Pillar



**Karanjit Singh Wadhwa**  
Chairman  
ACFI Event Management Task Pillar



**Keku Bomi Gazder**  
CEO and MD  
Aviapro Logistic Services

## BUSINESS SESSIONS

- **'From Turbulence to Triumph: India's Air Cargo Rise in a New World Order,'** It will focus on India's emerging role in global air cargo and the factors driving that momentum — the shift from reactive to proactive cargo strategies in a dynamic trade environment.
- **Tech-Driven Cargo: Accelerating Express, E-Commerce & Data-Led Operations.** It will focus on the rapid evolution of digital platforms, data integration, and the scaling up of e-commerce and express cargo solutions.
- **Green Corridors & Sustainable Trade Lanes:** Air Cargo's ESG Imperative. It will focus on best practices and ESG-aligned ops, regulatory readiness and risk planning.
- **Securing India's Cargo Future:** Compliance, Risk & Resilience by Design. It will outline the critical importance of compliance, resilience and regulatory preparedness in futureproofing cargo operations.



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# Mathur re-elected as ACCD President at 48<sup>th</sup> AGM

The Air Cargo Club of Delhi (ACCD) recently hosted its 48<sup>th</sup> Annual General Meeting (AGM) in New Delhi. The event brought together a distinguished gathering of members and stakeholders from across the air cargo and logistics sector.

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The meeting served as a platform for meaningful discussions on the club's vision, industry developments and future strategies. The participation, constructive inputs and collaborative spirit of the members contributed to the event's success and underscored the strength and unity within the ACCD.

Key highlights of the AGM was the election of the Man-

**The new panel is committed to strengthen the ACCD's objectives and underscored its strength and unity**

aging Committee for the year 2025-26. The new committee is committed to further strengthening the objectives of

the ACCD, promoting excellence in the air cargo sector, and fostering deeper industry collaboration.

The club expresses its heartfelt gratitude to all members and attendees for their steadfast support and active participation in the 48<sup>th</sup> AGM. The club looks forward to a productive and impactful year ahead under the leadership of the new committee. The office bearers are as follows:

## NEW OFFICE-BEARERS

- ➔ President: Sumit Mathur
- ➔ Vice President: Manoj Kumar Jain
- ➔ Hony. Secretary: Manish Sharma
- ➔ Hon. Treasurer: Padma Handa
- ➔ Executive Members: Vinet K. Chadha, Anchit Sharma, Faisal Hussain, Vikram Kumar Rajeev Chandna, Naveen Malik



# Keeping air cargo sector safe from cyber disruptions

As air cargo continues to evolve in digital age, cyber-security must be at forefront of strategic planning. By investing in robust cyber-security measures, industry can ensure safe, reliable and resilient operations in complex threat landscape, says **Rahim Bhimani**, SVP, Air Cargo Practice, Kale Logistics Solutions.

The air cargo industry is moving towards digitalisation across the ecosystem. Some of the leading airports worldwide are now moving towards 100 per cent digitalisation through the deployment of unified cloud-based platforms such as cargo community systems. This shift in the industry is also making way for some potential threats in which regulators and the industry stakeholders have a significant role to play. What role does a cargo community system can play here?

## DIGITAL SHIFT IN AIR CARGO

Modern air cargo operations rely on digital tools that track shipments, process customs documentation and coordinate tools. Digital measures such as electronic air waybills (e-AWB), automated cargo handling systems, and real-time tracking platforms have redefined conventional



**Rahim Bhimani**  
Senior Vice President, Air Cargo Practice, Kale Logistics Solutions

norms. While these innovations improve speed and accuracy, they also create vulnerabilities that cyber-criminals can exploit.

## POTENTIAL IMPACTS

Cyber threats in the air cargo sector range from data breaches and ransomware attacks to system disruptions and supply chain manipulation. A successful cyberattack can lead to:

“Cyber threats in air cargo sector range from data breaches and ransomware attacks to system disruptions.”

- Operational delays: Disruption of cargo management systems can halt operations, causing delays and financial losses
- Data theft: Sensitive information, including shipment details and customer data can be stolen and misused
- Supply chain risks: Manipulation of cargo data can result in misrouted shipments, counterfeit goods entering the supply chain, or even smuggling
- Reputational damage: A breach can erode trust among stakeholders, including customers, partners, and regulatory bodies

## COLLABORATIONS

Governments and international aviation bodies are increasingly recognising the importance of cyber-security in air cargo. Initiatives such as the International Civil Aviation Organisation's (ICAO) cyber-security framework and the European Union Aviation Safety Agency's (EASA) guidelines provide a foundation for industry-wide resilience. Collaboration among airlines, freight forwarders, airport authorities and digital solutions providers is essential in a bid to create a unified defence against cyber threats.

## CCS TO OVERCOME CYBER THREATS

Cargo Community System is built on robust technologies such as Blockchain and IoT, among others. Given the current scenario of multiple cyber-attacks, the role of these technologies is critical in the days coming ahead. Hence, to safeguard sensitive data, cargo community system employs a multi-layered security framework that includes data encryption i.e., all data—both at rest and in transit—is encrypted using industry-leading protocols, ensuring that unauthorised parties cannot access or read the data, even if it is intercepted.

Stringent access controls are in place, allowing only authorised personnel to access finance, customs, or other sensitive modules. Permissions are configured and audited regularly to prevent privilege misuse. Most importantly, integrating with external finance and customs platforms, secure APIs with token-based authentication and regular security audits are utilised. Data exchange is monitored and logged for anomalies.

## CONCLUSION

As air cargo sector continues to evolve in the digital age, cyber-security must be at the forefront of strategic planning. The stakes are high not in terms of financial loss but in maintaining the integrity of global supply chains. By investing in robust cyber-security measures, the air cargo industry can ensure safe, reliable, and resilient operations in an increasingly complex threat landscape.





# 'Logistics suffer from uneven regulatory frameworks'

Regions linked by DFCs, Eastern and Western Economic Corridors and industrial belts across Gujarat, Maharashtra, Tamil Nadu and Andhra Pradesh are witnessing momentum. Despite geopolitical uncertainties, this period of realignment offers a window of opportunity for India, says **Arun Kumar, President, AMTOI**.



set to revolutionise infrastructure development by promoting integrated planning, real-time tracking and data-driven decision-making.

DFCs, once fully operational, will enhance the efficiency of freight movement, especially across the hinterlands. For MTOs, this translates into faster transit time, reduced congestion and better multimodal link at key junctions. Bharatmala has shown its value by improving road link. The way we perceive distance in India—what was once calculated in kilometres is now measured in travel time. The paradigm shift is a testament to the success of this infrastructure push.

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## How do you describe the current state of multimodal logistics?

India's multimodal logistics sector has made strides in recent years, driven primarily by the development of physical infrastructure. To truly unlock its potential and elevate India to global standards, focus must be laid on streamlining and modernising the regulatory framework. Harmonising physical infrastructure with efficient, technology-driven and trade-friendly regulatory processes will ensure that multimodal logistics in India becomes a global benchmark for integration, cost-efficiency and sustainability.

## Which regions show promise for multimodal growth?

The growth of logistics sector is intrinsically linked to the growth of the economy and

## The current global uncertainties offer a window of opportunity for India and other economies

with India on track to become the third-largest economy in the world, every logistics corridor, domestic and global holds strategic importance. As prosperity increases, so does consumption, production and trade volumes, all of which fuel demand for efficient logistics solutions. In this connection, multimodal logistics emerges as a key enabler of speed, cost-efficiency and sustainability.

Domestically, regions connected by the Dedicated Freight Corridors (DFCs), the Eastern and Western economic corridors and industrial belts across Gujarat, Maharashtra, Tamil Nadu

and Andhra Pradesh are witnessing momentum. Internationally, India's efforts to fortify connectivity through initiatives such as International North-South Transport Corridor (INSTC), BIMSTEC, and the India-Middle East-Europe Economic Corridor show potential. Despite the current global geopolitical uncertainties, this period of realignment offers a window of opportunity for India and other emerging economies to reposition themselves.

## How have PMGS, DFCs and Bharatmala impacted MTOs?

PMGS, DFCs and Bharatmala have been gamechangers in transforming India's logistics landscape, and their impact on Multimodal Transport Operators (MTOs) is profound. PM Gati Shakti leverages India's strengths in IT and geospatial tech to bring all infrastructure planning onto a single digital platform. Much like how UPI revolutionised banking sector in India, PM Gati Shakti is all





**Arun Kumar**  
President  
AMTOI

“PMGS, DFCs and Bharatmala have been gamechangers in transforming the country's logistics landscape.”

**Are govt policies and regulations supportive enough for MTOs to scale efficiently?**

While there has been some progress, the pace of regulatory reforms have not kept up with the development of physical infrastructure. This imbalance remains a concern. The regulatory ecosystem still

poses challenges for the Multimodal Transport Operators seeking to scale efficiently and deliver the full value that modern infrastructure can support. The country is a fast-growing economy and with public funds being invested heavily into capital-intensive infrastructure, maximising RoI must be a priority. This could happen if the business environment is made conducive. The government's role must evolve from that of a regulator to a facilitator. This shift is not about policy tweaks, it requires a change in mindset. If we can align our regulatory mindset with our infrastructure ambitions, India's logistics sector and the MTOs can lead the world.

**What reforms would you like to witness for cross-border and domestic intermodal transport operations?**

There is no shortage of operational and policy reforms that could ease multimodal ops, cross-border and domestically. But at the heart of all reform lies one essential ingredient: Mutual trust between the government and the industry. For long, the relationship was marred



by mistrust. Unless the government starts treating the industry as a responsible stakeholder and not as subject of regulation, any reform will be piecemeal and its impact diluted. The focus should shift from control to collaboration.

**What are the pain points affecting India's performance in logistics indices?**

LPI is more than just a metric—it reflects the health and efficiency of logistics ecosystem. While it is encouraging to see the country go up the ranking, we must not lose sight of the broader picture. The gap between 38 to first rank demands introspection. Early on, the government cited a logistics cost of 13 to 14 per cent of GDP and cantered its strategy solely on cost reduction. The sector continues to suffer

from fragmented regulatory frameworks across ministries and states. Overregulation and under-facilitation. It shows a lack of trust between regulators and service providers. To address it, we must dig deeper, fix the mindset governing how we approach logistics policy.

## AT A GLANCE

- ➔ Simplified modal transition processes, particularly in customs and regulatory compliance.
- ➔ Single-window clearances for intermodal cargo movements.
- ➔ Digitised documentation and real-time data sharing between modes and agencies.
- ➔ Integrated logistics parks with customs and handling facilities to enable smooth transitions across road, rail, air, and waterways.
- ➔ Harmonisation of regulations across different ministries and states.







# ‘5.8% hike in global air cargo demand in April’

Shifts in trade policy, particularly in the USA, are reshaping demand and export dynamics. Airlines will need to remain flexible as the situation develops over the coming months, says **Willie Walsh, Director-General, IATA**.



*Willie Walsh  
Director-General  
IATA*



CT Bureau

In its data for April 2025, IATA stated global air cargo markets showing total demand, measured in cargo tonne-kilometres (CTKs), rose by 5.8 per cent compared to April 2024 levels. Capacity, measured in available cargo tonne-kilometres

(ACTKs), increased by 6.3 per cent compared to April 2024 (over 6.9 per cent for global operations). “Demand grew in April, with volumes up 5.8 per cent year-on-year, building on March’s solid performance. Seasonal demand for fashion and consumer goods—front-loading ahead of US tariff changes—and lower jet fuel

prices have combined to boost air cargo. With capacity at record levels and yields improving, the air cargo outlook is encouraging. The airlines will need to remain flexible as the situation develops in the coming months,” said Willie Walsh, DG, IATA. Factors in operating environment are as follows:

“Demand for fashion & consumer goods—ahead of US tariff changes—and lower jet fuel prices have combined to boost air cargo.”



❖ Year-on-year world industrial production rose by 3.2 per cent in March. Air cargo growth outpaced international goods trade, which increased by 6.5 per cent over the previous month

❖ Jet fuel prices dropped by 21.2 per cent year-on-year and 4.1 per cent month-on-month, the third consecutive monthly decrease

❖ The global manufacturing Purchasing Managers' Index (PMI) rose to 50.5 in April, signalling expansion for the fourth consecutive month. However, the PMI for new export orders fell 2.8 points to 47.2, remaining below the 50 threshold for growth

## APRIL REGIONAL PERFORMANCE

❖ Asia-Pacific (APAC) airlines saw 10 per cent year-on-year demand growth for air

Air Cargo Market in Detail					
	World Share <sup>*1</sup> %	April 2025 (%Year-On-Year)			
		CTK %	ACTK %	CLF (%-pt) <sup>*2</sup>	CLF (level) <sup>*3</sup>
<b>Total Market</b>	<b>100</b>	<b>5.8</b>	<b>6.3</b>	<b>-0.2</b>	<b>43.9</b>
Africa	2.0	4.7	9.7	-2.0	41.6
Asia Pacific	34.2	10.0	9.4	0.3	44.8
Europe	21.5	2.9	3.3	-0.2	51.9
Latin America	2.9	10.1	8.5	0.6	39.0
Middle East	13.6	2.3	5.5	1.3	43.5
North America	25.8	4.2	4.6	-0.2	38.6

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

April Regional Performance			
Trade Lane	YoY growth	Notes	Market share of industry*
Asia-North America	+1.9%	2 consecutive months of growth	24.4%
Europe-Asia	+11.3%	26 consecutive months of growth	20.5%
Europe-Middle East	-4.6%	—	5.7%
Middle East-Asia	+6.7%	2 consecutive months of growth	7.3%
Within Asia	+10.0%	18 consecutive months of growth	7.0%
Europe-North America	+9.6%	15 consecutive months of growth	13.3%
Africa-Asia	-7.9%	—	1.4%
Within Europe	-8.8%	—	2.0%

\*Share is based on full-year 2024 CTKs.

cargo in April. Cargo capacity increased by 9.4 per cent year-on-year

❖ North American air cargo carriers saw 4.2 per cent year-on-year demand growth for air cargo in April. Cargo capacity increased by 4.6 per cent year-on-year

❖ European cargo carriers witnessed 2.9 per cent year-on-year cargo demand growth for air cargo in April. Cargo capacity increased 3.3 per cent year-on-year

❖ Middle Eastern carriers saw 2.3 per cent year-on-year increase in demand for air cargo in April, the slowest among the regions. Capacity increased by 5.5 per cent year-on-year

❖ Latin American carriers witnessed an increase of 10.1 per cent year-on-year in cargo demand growth for air cargo sector in the month of April, the strongest growth among all the regions. Also, cargo capacity increased by 8.5 per cent year-on-year

❖ African airlines saw a 4.7 per cent YoY increase in demand for air cargo in April. Cargo capacity increased by 9.7 per cent year-on-year

**Trade Lane Growth:** All global routes experienced increase in April, except for the Middle East-Europe, Africa-Asia, and intra-European routes. ↴





# Hike in engineering exports in May 2025

## Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		MAY '24	APR '24-MAY'24	MAY '25	APR '25-MAY'25	MAY '25	APR '25-MAY '25
1	Tea	64.58	124.62	66.06	135.67	2.30	8.87
2	Coffee	185.54	322.81	200.72	403.67	8.18	25.05
3	Rice	1004.15	1956.21	967.04	2048.60	-3.70	4.72
4	Other cereals	19.28	41.48	21.14	38.99	9.64	-5.99
5	Tobacco	144.55	263.26	177.36	374.93	22.69	42.42
6	Spices	362.85	768.82	403.44	843.60	11.19	9.73
7	Cashew	20.79	43.11	20.54	38.89	-1.19	-9.79
8	Oil meals	112.97	246.20	89.14	213.37	-21.10	-13.33
9	Oil seeds	109.81	222.53	102.88	209.49	-6.30	-5.86
10	Fruits & vegetables	300.20	593.34	307.89	690.78	2.56	16.42
11	Cereal preparations & miscellaneous processed items	270.19	515.78	264.53	529.31	-2.10	2.62
12	Marine products	575.85	1070.04	730.15	1312.39	26.79	22.65
13	Meat, dairy & poultry products	378.32	699.76	442.13	814.53	16.87	16.40
14	Iron ore	268.63	414.51	164.22	291.51	-38.87	-29.67
15	Mica, coal & other ores, minerals, including processed minerals	417.56	758.69	466.19	923.68	11.65	21.75
16	Leather & leather products	361.34	664.65	386.23	701.39	6.89	5.53
17	Ceramic products & glassware	360.21	700.16	368.37	709.06	2.27	1.27
18	Gems & jewellery	2759.68	5017.57	2376.18	4876.44	-13.90	-2.81
19	Drugs & pharmaceuticals	2305.61	4734.00	2475.70	4961.71	7.38	4.81
20	Organic & inorganic chemicals	2313.13	4805.24	2683.17	4943.38	16.00	2.87
21	Engineering goods	9968.45	18516.06	9887.01	19398.58	-0.82	4.77
22	Electronic goods	2965.33	5611.55	4569.47	8260.72	54.10	47.21
23	Cotton yarn/fabs./made-ups, handloom products etc.	1010.10	1956.87	966.75	1929.74	-4.29	-1.39
24	Man-made yarn/fabs./made-ups e tc.	413.81	782.21	409.48	793.27	-1.05	1.41
25	RMG of all textiles	1357.42	2555.82	1511.51	2882.87	11.35	12.80
26	Jute mfg, including floor covering	28.80	55.91	31.54	59.89	9.50	7.11
27	Carpet	130.74	241.93	132.06	246.93	1.00	2.07
28	Handicrafts, excl. handmade carpet	148.56	273.65	145.28	267.85	-2.21	-2.12
29	Petroleum products	8099.21	15144.33	5643.80	12943.20	-30.32	-14.53
30	Plastic & linoleum	761.37	1427.32	757.02	1453.38	-0.57	1.83
	<b>Sub-Total</b>	<b>37219.03</b>	<b>70528.40</b>	<b>36766.98</b>	<b>73297.83</b>	<b>-1.21</b>	<b>3.93</b>
	<b>GRAND TOTAL</b>	<b>39591.25</b>	<b>74894.86</b>	<b>38730.16</b>	<b>77192.05</b>	<b>-2.17</b>	<b>3.07</b>

Note 1: Exports include Re-Exports.

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

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

Contd. on next page ►

# The Wait Ends



**8 September 2025**

**Le Meridien, New Delhi**

**for further details please contact**

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# Petroleum imports grew in May 2025

## Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		MAY '24	APR '24- MAY'24	MAY '25	APR '25- MAY'25	MAY '25	APR '25- MAY '25
1	Cotton raw & waste	43.88	81.79	102.30	189.18	133.16	131.31
2	Vegetable oil	1453.13	2790.56	1400.69	2629.89	-3.61	-5.76
3	Pulses	370.91	781.98	178.43	492.88	-51.89	-36.97
4	Fruits & vegetables	224.77	479.55	288.83	520.76	28.50	8.59
5	Pulp and waste paper	168.12	311.46	178.02	327.75	5.89	5.23
6	Textile yarn fabric, made-up articles	185.96	347.97	220.69	413.81	18.68	18.92
7	Fertilisers, crude & manufactured	936.64	1530.88	687.10	1340.73	-26.64	-12.42
8	Sulphur & unroasted iron pyrites	5.21	11.51	59.37	97.19	1039.78	744.17
9	Metaliferrous ores & other minerals	971.02	1562.31	839.59	1895.73	-13.53	21.34
10	Coal, coke & briquettes, etc.	3298.55	6387.92	2659.69	5369.76	-19.37	-15.94
11	Petroleum, crude & products	19972.13	36465.53	14751.27	35466.84	-26.14	-2.74
12	Wood & wood products	539.72	1001.62	550.01	1093.03	1.91	9.13
13	Leather & leather products	75.98	138.07	80.84	139.93	6.39	1.34
14	Organic & inorganic chemicals	2543.89	4750.33	2557.02	4999.30	0.52	5.24
15	Dyeing/tanning/colouring materials	336.03	661.71	344.50	697.24	2.52	5.37
16	Artificial resins, plastic materials, etc.	1888.72	3593.07	1978.09	3923.55	4.73	9.20
17	Chemical material & products	953.76	1865.53	3434.04	5401.27	260.05	189.53
18	Newsprint	37.94	65.10	30.14	53.38	-20.57	-17.99
19	Pearls, precious & semi-precious stones	1909.50	3572.58	1556.05	3226.81	-18.51	-9.68
20	Iron & steel	1702.71	3269.27	1909.65	3671.72	12.15	12.31
21	Non-ferrous metals	2072.94	3855.69	2389.79	4707.82	15.28	22.10
22	Machine tools	445.71	845.92	630.42	1163.07	41.44	37.49
23	Machinery, electrical & non-electrical	4148.33	7939.63	5010.01	9679.86	20.77	21.92
24	Transport equipment	3299.61	5981.87	2368.16	4964.77	-28.23	-17.00
25	Project goods	31.62	69.35	144.60	237.91	357.39	243.07
26	Professional instrument, optical goods, among others	645.64	1271.59	752.03	1482.52	16.48	16.59
27	Electronic goods	7146.09	14197.54	9091.90	18342.68	27.23	29.20
28	Medicinal & pharmaceutical products	762.91	1446.79	786.12	1534.99	3.04	6.10
29	Gold	2917.42	5870.93	2549.78	5646.78	-12.60	-3.82
30	Silver	82.13	200.14	566.22	726.07	589.39	262.77
	<b>Sub-Total</b>	<b>59170.95</b>	<b>111348.20</b>	<b>58095.36</b>	<b>120437.23</b>	<b>-1.82</b>	<b>8.16</b>
	<b>GRAND TOTAL</b>	<b>61675.19</b>	<b>116163.24</b>	<b>60610.71</b>	<b>125522.39</b>	<b>-1.73</b>	<b>8.06</b>

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

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

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4GV X9	28X28X39	9 KGS
4GV X11	28X28X39	11 KGS
4GV X25	38X38X45	25 KGS
4GV X35	47X47X44	35 KGS
4GV X55	62X42X53	55 KGS

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# Slower growth in volumes may not hold good for trade

Market fundamentals are holding up, but the drop in air cargo drop rates is likely to reflect declining sentiment over as to what will happen once international trade stabilises. Though trade conditions may worsen, this uncertainty gives a bit back to air freight, says **Niall van de Wouw, Chief Airfreight Officer, Xeneta.**



While international trade continued to flow in May and global air cargo volumes rose over 6 per cent year-on-year, market sentiment and concerns over what comes next saw air freight spot rates decline for the first time in a year, according to Xeneta's latest market analysis.

Midway through May, the global air cargo market appeared to have dodged a perfect storm as the US-China 90-day tariff truce began on 14 May after the escalating retaliatory tariffs since April. The USA administration low-

**“This welcome news of rise in cargo volumes came a tad too late to reverse a softening in air freight rates.”**

ered its additional tariffs on China from 145 per cent to 30 per cent, while China responded by decreasing its tariffs on the USA to 10 per cent.

“This welcome news came a tad too late to reverse a softening in freight rates. The global air cargo spot rate fell



**Niall van de Wouw**  
Chief Airfreight Officer  
Xeneta

below 4 per cent year-on-year in May to US\$ 2.44 per kg—the first such decline since April 2024. This could, in part, be attributed to nearly 20 per

cent year-on-year declines in jet fuel costs. More downward pressures may lie ahead”, said Niall van de Wouw, Chief Airfreight Officer, Xeneta.

“Market fundamentals are holding up, but the drop in rates is likely a reflection of declining sentiment over what will happen once stability returns to global trade, more so among airlines and less of a push for the security of air freight. Though trade conditions may worsen, this uncertainty gives a bit back to air freight,” he said.

This climate is reducing trade and air freight is getting a temporary piggyback on

this uncertainty through an increase in 'emergency shipments,' but that will not continue. "It is difficult to relate the 6 per cent growth in demand in May to increased e-commerce or increasing trade at a time when firms overall are becoming more conservative," he continued.

The slower growth in volumes and rates over the past five to six months reflects sentiment "that it does not look good for trade".

when there is an agreement on tariffs, and I do not expect the result to promote trade and hamper air freight," expressed van de Wouw.

### DOWNWARD TRAJECTORY

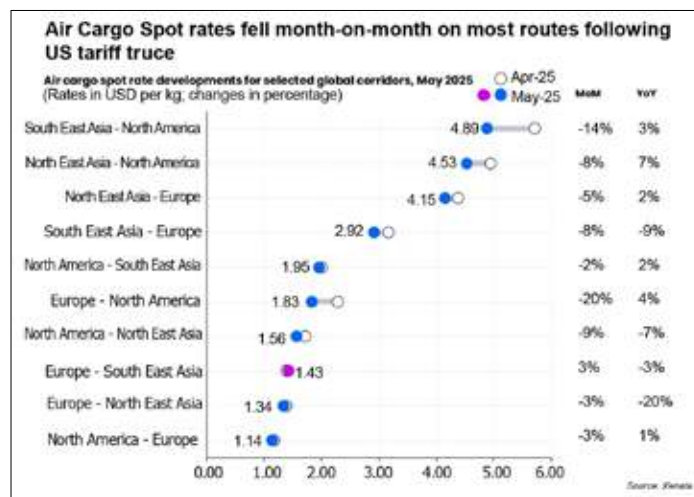
More visibility and clarity in the market will not benefit air freight. Countries have seen short upticks in rates, but the

**“The air cargo spot rate fell below 4% YoY in May to US\$ 2.44 per kg—the first such decline since April 2024.”**

overall trend in recent months shows rates on a downward trajectory, and there is room for more decrease for a longer period.

"Airlines," he felt, "will be trying to hold onto their volumes in this uncertain environment and willing to pay a little bit for that security".

"The dynamics of fear-of-missing-out (FOMO), which we saw play out in 2023, may well be back because the moment the balance changes

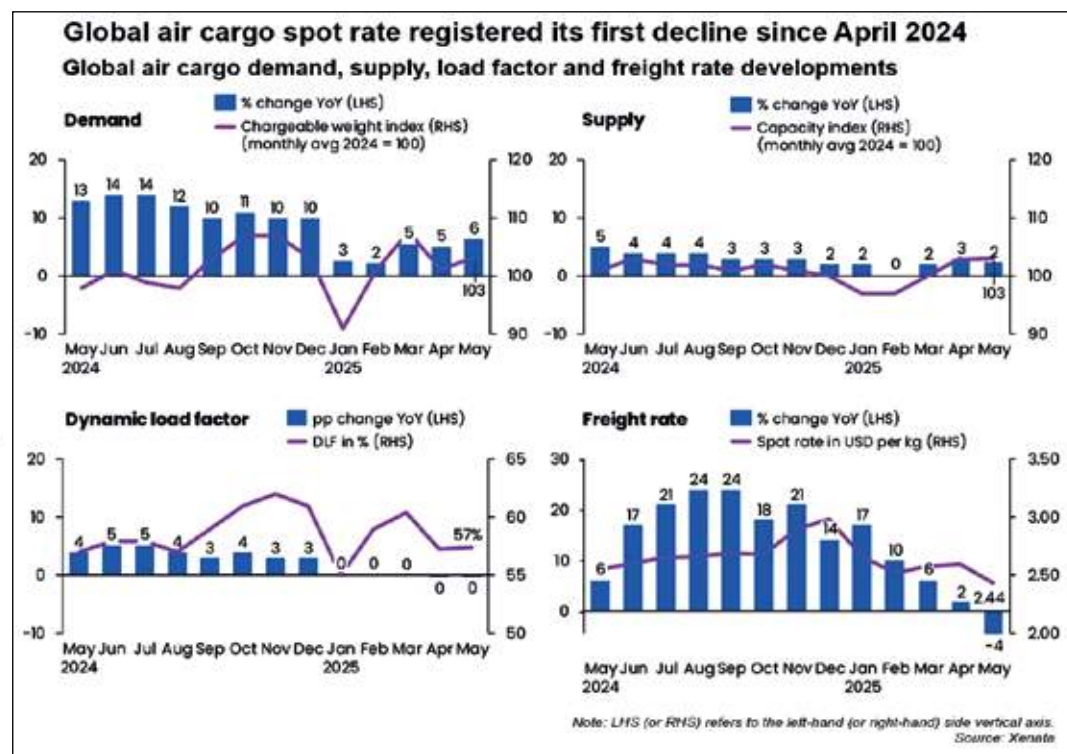


even a little bit, it can have a much bigger impact than that small change would seem to indicate," commented van de Wouw.

International demand just one percentage point higher

month-on-month in May will be impacted by the shockwave of April's de minimis announcement. This also saw the sudden removal of the de minimis threshold for shipments from China and Hong Kong into the USA. 🇺🇸

"Currently, the climate might be positive on certain lanes, but there will be a time





# 24-hour Air Express service ideal for time-sensitive shipments

The new 24-hour service will boost direct air deliveries, foster speed, agility and last-mile delivery covering pharma, perishables, e-commerce and electronics. But question remains if this service will benefit customers considering urban congestion, uneven infrastructure, unsupportive policies and lack of skilled workforce.



CT Bureau

**A**llcargo Gati recently announced its plans to expand its Air Express service to include direct air deliveries across eight metro cities such as Delhi, Mumbai, Ahmedabad, Pune, Kolkata, Hyderabad, Bengaluru and Chennai. For Indian logistics sector, it is a big development considering the market's fragmented nature, uneven infrastructure, unskilled workforce and regulatory policies; same day deliveries have become quite a challenge.

This strategic move promises 24-hour deliveries, catering to the rising demand for

time-critical shipments and seamless logistics across India's economic hubs. Earlier this year, they launched direct Air Express services in Varanasi and Imphal, connecting tier II cities to the national supply chain grid.

## TIME-SENSITIVE GOODS

Ketan Kulkarni, Managing Director & Chief Executive Officer, Gati Express and Supply Chain, said the new 24-hour Air Express service is valuable for time-sensitive sectors such as pharmaceuticals, electronics and e-commerce, where faster and more reliable transit can significantly bring down stockouts and improve turnaround times (TATs).



**Mr. Ketan Kulkarni**  
MD and CEO, Gati Express and Supply Chain Pvt. Ltd.

## BENEFIT FOR MSMEs

The new service will benefit MSMEs in expanding their market reach with quicker access to customers nation-

wide. Warehousing costs will go down as MSMEs will book warehouse space for only a couple of hours. The ability to offer 24x7 delivery drives stronger customer satisfaction and loyalty.

"Backed by connectivity to 34 commercial airports nationwide, the Air Express service supports high-volume logistics requirements across sectors such as pharmaceuticals, electronics, garments, automobile and retail, where speed and precision are crucial," added Kulkarni.

## CHALLENGES GALORE

Same day delivery in India is a rapidly growing segment,





fuelled by the rise of quick commerce platforms and the expansion of dark stores across tier I cities. Delhi, Mumbai and Bengaluru have witnessed an uptick in micro-fulfilment centres, allowing brands to respond quickly to consumer demands. This shift is reshaping the logistics landscape and

**“We are reducing transit times from days to hours thus enabling faster access for local traders and MSMEs.”**

presenting opportunities for growth and innovation.

However, there are crucial challenges to overcome—urban congestion can lead to delays, traffic jams, narrow lanes, accounting for a portion of delivery delays in busiest metros. The cost of building a same-day delivery network is high, requiring investment in multiple fulfilment centres, dedicated fleets and a robust air express network linking 34 airports across India. Last-mile delivery contributes to over half of total logistics costs. Also, India's diverse geography and unpredictable weather conditions can affect service reliability, especially in remote areas.

### MULTIMODAL INFRA

India's multimodal infra is evolving at a fast pace, powered by initiatives such as PMGS, Bharatmala and NLP. Road transport, which handles

40 per cent of freight, continues to expand supporting faster road movement. Rail freight is also gaining momentum with DFCs and new terminals, though it still serves bulk cargo. Ports are becoming efficient and coastal shipping is growing, while inland waterways remain underutilised. “Although air cargo handles a smaller share of total volume, it plays a critical role in time-sensitive deliveries. While India's multimodal logistics landscape is on an upward trajectory, greater integration, digitisation and first and last-mile connectivity is a must to unlock its full potential,” asserted Kulkarni.

### TRANSIT TIMES

“We are reducing transit times from days to hours—enabling faster market access for local traders, and MSMEs. This reduces delivery times, encourages business expansion and leaner operations. The ripple effect extends to smaller towns through our 99 per cent GDP coverage and integrating regional markets into national supply chain. In the long run, it encourages investments in local warehousing and logistics infrastructure. This as a key step toward making high-speed logistics accessible beyond metros, drives inclusive

growth across the country,” Kulkarni said.

### ADVANTAGES & DISADVANTAGES

The 24-hour service brings unmatched speed, high reliability and nationwide connectivity across 34 airports, making it a solution for pharma, electronics, fashion and e-commerce deliveries. “Seamless integration with our ground network ensures end-to-end delivery, enhancing efficiency for businesses. Air freight involves higher cost and has capacity constraints, making the service ideal for time-sensitive and high-value shipments. Weather or infra limitations at smaller airports can impact ops, but these can be mitigated with planning. For businesses prioritising speed and reliability, this service's benefits far outweigh the challenges and it is a new trend other firms must follow,” he said.

### AT A GLANCE

- Earlier, they launched direct Air Express services in Varanasi and Imphal.
- The service offers late cut-off times, late pickups and next-day delivery options.





# 'Compliance of global regulations allows us to transport HAZMAT'

We are bridging infrastructure gaps through strategic hub expansion, countering cost pressures with route optimisation, alternate fuel options and EV-readiness and tackling driver crisis with structured skilling programmes, says **Mahendra Shah, Chairman and Managing Director, V Trans Group**.



CT Bureau

**What safety protocols do you follow for cargo handling? Is your team trained in handling hazardous goods?**

Our teams undergo structured training for dangerous goods. We do it for certain classes and have specialised storage facilities to store six out of nine classes of hazardous goods. This facility has excellent team and global standards of safety. While moving the goods out, we follow all mandated regulatory compliances. Certified personnel to handle such shipments using specialised equipment and labeling standards.

We have institutionalised risk assessments and regular safety audits across our network. For us, cargo safety is not just about compliance—it is about trust, reliability and long-standing reputation.

**What industries do you serve?**

Our expertise spans across sectors, such as automotives, chemicals, pharma, engineering, electrical, publishing, textiles and consumer electronics among others. Each sector demands precision, compliance and agility—and that is where our multi-vertical structure delivers unmatched value. With V-Trans for surface transport, V-Xpress for



**Mahendra Shah**  
Chairman and Managing Director,  
V Trans Group

time-bound express cargo and V-Logis for warehousing and 3PL services, we offer end-to-end, industry-specific solutions. Our pan-India reach, tech-enabled systems and

deep domain expertise allow us to handle complex supply chains with speed and safety.

**Tell us about infra and facilities for cost-effective cargo handling and transportation?**

Our pan-India network of 1,500 branches, 2,500 advanced GPS-enabled and SIM-based tracking fitted vehicles and more than 3 lakh square feet of technology-integrated warehousing and operations space make our reach and capability strong to handle massive volumes. We handle more than 2.4 tonnes of cargo with 90 million articles each year. We have built high-efficiency hubs and transshipment cen-

*Contd. on next page* ▶



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tres designed for speed, precision and scalability. Our ERP-driven systems, automated handling processes and real-time visibility tools empower seamless cargo flow with reduced cost and enhanced service accuracy. Every asset is optimised for performance and built to scale. This deep-rooted physical and digital infrastructure allows us to deliver smarter, faster and leaner logistics.

### Do you offer real-time inventory visibility and order tracking? Are your systems capable of integrating with third-party ERPs?

Our tech platform, which is named as 'Vijayant', powered by Oracle, stands at the core of it. This enterprise-grade

system seamlessly integrates with our best-in-class WMS, TMS and Financial software, and other internal systems and functionalities, offering real-time inventory visibility, dynamic order tracking and intelligent load planning with seamless information flow. Clients get live updates, actionable insights and transparency at every stage. Vijayant is built for agility and easily integrates with third-party ERPs, CRMs, and e-commerce ecosystems through robust APIs. This tech backbone does not streamline operations, it empowers our customers with smarter control, faster TAT and sharper decision-making across the supply chain.

### How have PMGS and NLP impacted your operations?

PMGS and NLP have laid the foundation for a unified, tech-driven logistics ecosystem. They have unlocked route optimisation, faster TAT, and multimodal synergies. We are aligning with the national master plan to scale smarter—leveraging digital corridors, freight clusters and policy-driven transparency. These reforms do not support our operations—they amplify our strategic roadmap. As an industry leader, we welcome this shift and are geared up to be a front-runner in Indian logistics transformation story.

### Are you taking steps to reduce environmental impact by taking up energy-efficient lighting and recyclable materials?

From green logistics to community upliftment, we are committed to building a better tomorrow. Our solar power installations now generate 40 per cent of our corporate office's energy needs. We are planning to scale them from 700 kW to 2,000 kW across India at our major facilities. Rainwater harvesting, certified e-waste recycling, and LEED-certified

### “Our ERP-driven systems, automated handling processes & real-time visibility tools empower seamless cargo.”

infrastructure reinforce our eco-conscious operations. CNG vehicles make up 25 per cent of our fleet, and EVs are being tested for last-mile.

Through NGO partnerships, we have also planted 16,305 fruit-bearing trees yielding 16,000 tonnes of oxygen and segregating 10,000 tonnes of GHG emissions. Our 'Together with Tomorrow' mission integrates employee wellness, 'Dignity to Driver' initiatives, and digitalisation across our branches. ↴

### What are the crucial pain points? Can you share the solutions?

The logistics sector is navigating structural challenges—uneven infrastructure, rising fuel costs, skilled manpower gaps and fragmented compliance across states. We are bridging infrastructure gaps through strategic hub expansion, countering cost pressures with route optimisation, alternate fuel options and EV-readiness and tackling the driver crisis with structured skilling and internal motivation programmes such as 'Dignity to Drivers', benefits and retention programmes. Skilled manpower is being addressed with our intensive training and upskilling programmes.





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# IWS delves deep into automation and sustainability

The 14<sup>th</sup> edition of India Warehousing Show (IWS) 2025, held recently from June 26 to 28, at YashoBhoomi, IICC, Dwarka, New Delhi focused on automation and robotics, smart storage systems with IoT & AI, MHE Innovations, energy-efficient, green warehousing solutions, and drone technology. The theme 'Smart, Scalable, Sustainable Supply Chains' focused on empowering businesses with cutting-edge warehousing, logistics, and automation solutions. The show brought together the entire supply chain ecosystem to explore real business opportunities, emerging technologies and collaborative growth.









# EVs for sustainable long-haul delivery & logistics growth

Logistics sector impacts SMEs who struggle with multiple vendors. Lack of transparency, ambiguity in pricing and access to advanced tech is another challenge. Amount of time spent during loading and unloading must be addressed. For this technology is necessary, says **Puneet Agarwal, President, CJ Darcl Logistics.**



**What are your core logistics services—freight forwarding, warehousing or last-mile delivery?**

Our expertise lies in the Full Truck Load (FTL) segment, which offers a comprehensive suite of logistics services with end-to-end delivery of goods from first to last-mile. Our capabilities span across verticals, including road and rail transportation, air cargo, coastal shipping, multimodal transportation, project logistics, warehousing and distribution and freight forwarding. We also provide value-added

services such as product sorting, kitting, bundling and promotional packaging. We manage the entire supply chain for our clients, spanning across sectors such as fast moving consumer goods (FMCG), automotive, oil, gas, renewable energy, pharmaceuticals, construction and infrastructure.

**How do you coordinate handovers between transport modes to ensure time and cost efficiency?**

Seamless coordination across different transport modes and teams is paramount to multimodal strategy. Our tech advanced infrastructure fa-



**Puneet Agarwal**  
President  
CJ Darcl Logistics

and Transport Management Software (TMS), we have access to real-time visibility into the freight flow, enabling proactive planning and coordination for handovers. Our enterprise resource planning (ERP) system connects all our branch offices across India and in-house digital control towers to ensure better communication and collaboration among internal teams, avoiding idle times and delays.

**What innovations or expansions are you planning in the next 12 to 24 months?**

We aim to increase our market share in sustainable long-haul

cilitates transparency, leading to swift handover from one mode to another. With GIS and SIM-based tracking IoT devices embedded in our fleet





delivery. We plan to expand our rail and multimodal logistics infrastructure. We are also looking at investing in next-gen technologies and working towards enhancing TMS to better serve our customers. This apart, we are planning to speed up adoption of alternate fuel vehicles as part of our focus on reducing carbon emissions and offering our clients more sustainable solutions.

### Are you working towards more sustainable transport methods?

We have outlined a phased and robust decarbonisation roadmap. Its key components include transitioning our fleet from BS IV to BS VI vehicles, ensuring no vehicle exceeds a 10-year life cycle, and optimising route planning through digital tools to reduce fuel consumption. We are actively exploring the use of EVs for last-mile urban deliveries and LNG vehicles for long-haul operations.

In line with our multimodal push, we are scaling our rail logistics network to cut down emissions per trip. We have integrated renewable energy solutions such as solar panels with an expected

## “Seamless coordination across different transport modes and teams is paramount to multimodal strategy.”

energy generation of 3.5 lakh kWh per year, water retreatment plants and rainwater harvesting systems across major facilities, including our warehouses and distribution centres.

### What types of goods are you best equipped to handle?

We can manage complex, high-volume and regulated goods. Our core competencies include transportation of heavy machineries, oil and gas, temperature sensitive cargo, renewable energy, FMCG and chemicals. We manage end-to-end delivery of HAZMAT and construction and infrastructure equipment with a skilled team of experts who are adept at managing successfully delivery of complex goods. Our expertise extends to navigating the documentation and compliance requirements as-

sociated with the transportation of complex materials. Our specialised capabilities combined with our robust pan-India network makes us the preferred partner for industries with the most demanding logistics needs.

### What are the crucial pain points? Can you share the solutions?

It is the fragmented nature of logistics sector, impacting SMEs who often struggle with multiple vendors, lack of transparency, ambiguity in pricing, and access to advanced technologies. To address this, we provide integrated solutions from transportation to warehousing and distribution, streamlining management and ensuring centralised accountability. Another pain point is the amount of time spent idle during loading and unload-

ing. To combat that, we leverage our IoT devices enabled fleet and TMS that provide us with real-time visibility into the estimated arrival times of consignments, minimising idle time and overall costs.

### What is PM Gati Shakti's impact on cargo movement today? How do you see the industry evolving?

The development of DFCs, inland waterways, Gati Shakti Cargo terminals, MMLPs and a lot more has been initiated and executed under PMGS. These initiatives have together streamlined transitions between different modes of transport. As the industry evolves, efforts by public and private sector entities will drive its growth, leading to the sector's sustainable and scalable development.

#### Highlights

- Logistics sector impacts SMEs struggle with multiple vendors.
- Lack of transparency, pricing and access to advanced tech crucial.

#### Impact

- We are investing in next-gen tech and working towards enhancing TMS.
- We are adopting alternate fuel vehicles as part of our focus on cutting emissions.



# 'Limited digital infrastructure barrier to technology adoption'

Logi-Sys is aligned with IATA eAWB protocols and supports Cargo-IMP and Cargo-XML messaging standards used by global airlines. We are active in 50 countries across India, the Middle East, Southeast Asia and North America, says **Amit Maheshwari, Founder & CEO, Softlink Global.**



CT Bureau

**What air cargo challenges do tech solutions address? How does your platform improve efficiency of carriers and forwarders?**

Air cargo operations frequently struggle with fragmented systems, manual processes, delayed communication and poor visibility. Our platform, Logi-Sys, addresses these challenges by serving as the digital backbone not just in air cargo, but across sea, road and rail transport, customs, warehousing and finance. In the air mod-

ule, we automate and integrate eAWB generation and airline transmission, multi-leg routing with real-time status updates, end-to-end documentation and billing workflows. This approach eliminates silos, boosts operational accuracy and shortens turnaround time, enhances customer experience and cost control.

**Are your solutions compliant with global and regional cargo regulations?**

Yes. Compliance is integral to our platform. Logi-Sys is aligned with IATA eAWB protocols and supports Cargo-

**Logi-Sys is aligned with IATA eAWB protocols and supports Cargo-IMP and Cargo-XML messaging standards**

IMP and Cargo-XML messaging standards used by global airlines. We integrate seamlessly with country-specific customs and airline systems, ensuring cargo data is following each region's digital mandates. Our architecture is designed to evolve with chang-

ing global standards, offering clients peace of mind and audit-readiness.

**What markets are you currently operating in and where are you planning to expand?**

We are active in 50 countries across India, the Middle East, Southeast Asia and North America. We are expanding our presence in Europe and Africa, supported by local partnerships and a strong implementation ecosystem. While we maintain strict client confidentiality, our platform has replaced older systems, such as CargoWise, Magaya,





**Amit Maheshwari**  
Founder and CEO  
Softlink Global

and eFreight at 50 forwarding firms in the past year alone. We are proud to serve large enterprise-level freight forwarders and new-age digital consolidators.

### What air cargo trends are you watching closely, and how are you preparing to adapt to them?

We are monitoring digitalisation of air cargo documents and data flows, real-time visibility, predictive ETA using AI and the push for greener and transparent supply chains. To address these, we are embedding AI-based intelligence across modules and expand-



“The country has the raw talent. There is often a disconnect between technology capability and domain expertise.”

ing our integration capabilities with carriers, airports and customs. With TradeCHAIN and LogiCONNECT, we are enabling seamless external collaboration, which is key to thriving in the connected logistics landscape.

### What innovations are you developing to launch in the next 12 to 24 months?

Our innovation roadmap is as follows:

**LogiLENS:** A document Artificial Intelligence engine that reads and extracts structured data from commercial documents without relying on templates or rules.

**BoxyAI:** An intelligent copilot inside Logi-Sys to assist users with documentation, quotations, and system queries through natural language.

**LogiBRAIN:** An analytic and forecasting module to deliver real-time insights, trends, and operational dashboards.

We are expanding airline connectivity using LogiCONNECT, offering forwarders access to booking, freight rates, and shipment tracking with major carriers. This will reduce dependency on emails, portals and manual updates.

### Does India have the right skill set to adopt and deploy advanced technologies?

India has the raw talent. There is often a disconnect between tech capability and domain expertise. Our approach is to give hands-on exposure, real-world scenarios, and domain-centric learning that prepares the workforce to adopt and thrive in technology-driven logistics. The academy is focused on bridging the freight-tech skill gap through programmes, such as:

**LogiEXPERT:** Upskilling current logistics professionals

**LogiSKILL:** A vocational program for fresh graduates or career changers

**LogiLEARN:** Collaborations with academic institutions for practical training using Logi-Sys.

### What are the challenges when it comes to tech adoption in Indian market?

The challenges include resistance to change, particu-

larly in traditionally-run air cargo businesses, perceived cost versus Return on Investment (RoI) concerns, limited digital infrastructure among smaller players and lack of internal champions to lead technology adoption. However, with increasing compliance mandates, customer expectations and international exposure, the market is shifting. Our role is to simplify digital transformation, offer rapid deployment, ensure outcomes and not digital installations.

### HIGHLIGHTS

- ➔ There's a disconnect between tech capability and domain expertise. Our approach is to give hands-on exposure, real-world scenarios, and domain-centric learning.
- ➔ With increasing compliance mandates, customer expectations and global exposure, the market is shifting.
- ➔ We also integrate seamlessly with country-specific customs and airline systems, ensuring cargo data is transmitted securely and in compliance with each region's digital mandates.





# Ensuring safe cargo handling when rain plays spoilsport

Heavy downpour can cause waterlogging on tarmacs and loading areas, hindering movement of goods. Poor visibility may also slow down or temporarily halt cargo operations, affecting overall supply chain and leading to shipment backlogs. Industry experts spoke to **CARGOTALK** on this troublesome issue.



CT Bureau

Imagine shipments containing high-value products lying in water-logged area outside airport terminal or at the tarmac waiting to be offloaded, with agents fearing potential loss or damage, high costs and transit times. Handling and transportation, especially during monsoon are common, despite having state-of-the-art infrastructure for cargo movement.

Let alone airports in tier II and III cities, airports in tier I cities such as Delhi, Mumbai, Hyderabad and Bengaluru also face similar problems. Cargo

handling needs extra care to prevent moisture-related damage. First and foremost, packaging plays a vital role. Packaging firms must maintain the quality of materials and techniques to ensure safety of the precious cargo.

The cargo handling staff must use waterproof covers, shrink wraps and tarpaulins in a bid to shield shipments from rain during loading and unloading. Pallets are elevated to avoid contact with wet surfaces and quick turnaround procedures

to minimise exposure at the airport terminals.

Sensitive goods such as electronics, textiles and pharmaceuticals should be packed in moisture-resistant packaging and temperature-controlled containers. Coordination between airside and warehouse operators is crucial, ensuring cargo is moved swiftly and securely from aircraft to storage under covered or sheltered pathways always.

**Sunil Kohli, MD, Rahat Cargo**, said, "It becomes imperative that precautions are taken by the cargo handlers so that shipments do not get wet

## Highlights

- Packaging firms must ensure the quality of materials.
- The cargo handling staff must use waterproof covers.
- Coordination between CTOs & operators is crucial.

## Impact

- Monsoon SOPs must be followed.
- Protective packaging and pallet wrapping is crucial.
- CBVs need to be used for ferrying goods.



**Sunil Kohli**  
MD  
Rahat Cargo

“Since monsoon rains is not a new phenomenon, handlers should be aware how to avert damage to cargo.”

or damaged. Since monsoon rains is not a new phenomenon in India, the handlers must be fully aware as to how to ensure a safe packing of cargo to avert any damage to it from rains. They must be trained to load or unload cargo using covered platforms in a way that minimises exposure to rain and potential damage. Transportation during monsoon poses a challenge to the handlers as how to protect the cargo from the potential damage. Closed body vehicles (CBVs) need to be used for ferrying the goods. The transport service providers must take precautions by covering the truck with layers of tarpaulin and plastic sheets. They should be aware not to undertake outdoor loading or unloading in severe weather conditions to ensure safety.”

Expressing similar sentiments, **Rajen Bhatia, Chairman, Western Region, ACAAI**, asserted, “Cargo handlers, particularly those at major airports such as CSMIA, are trained to take special precautions during monsoon months. Mumbai is known for its intense rainfall, high humidity and flooding, necessitating proactive and adaptive handling procedures. Monsoon SOPs must be followed such as airports and ground handling agents must roll out



**Rajen Bhatia**  
Chairman  
Western Region, ACAAI

“Handlers in CSMIA are given refresher training on how to act during a sudden downpour or waterlogging.”

monsoon-specific SOPs to all airside and landside cargo teams before the clouds open. Protective packaging and pallet wrapping is crucial as handlers are trained to ensure cargo is shrink-wrapped, covered with tarpaulin and placed on plastic or elevated pallets to prevent contact with water on the tarmac or warehouse floor. Handlers are given refresher training on how to act during a sudden downpour or waterlogging scenarios. Tarmac Transfer Protocols (TTPs) must be followed. Cargo movements



**Dinesh Krishnan**  
Chairman,  
ACAAI Southern Region

“At the import shed in Chennai, although a canopy is provided, the segregation is done outside so that the cargo gets wet.”

from terminal to aircraft (or vice versa) are minimised during heavy showers or conducted using covered dollies and rapid transit vehicles. The handlers must be equipped with rain gear to ensure uninterrupted handling. Monsoons also pose challenges for cargo handlers; they are more pronounced at Mumbai, Chennai, and Kolkata, which experience heavy and prolonged rainfall.”

At the same time, **Dinesh Krishnan, Chairman, Southern Region, ACAAI**, said,

“Monsoon is an annual event. It comes as no surprise if the cargo terminal operators (CTOs) pay attention to the ‘monsoon enabled’ terminal infrastructure in advance instead of the trade suffering due to wet cargo and the CTOs waking up to do patch work to fix the problems. At the Chennai cargo terminal, due to truck ramp and shed misalignment, the cargo gets wet, while loading and unloading in the trucks. At the import shed although a canopy is provided, the segregation is done outside so that the cargo gets wet. Even before the monsoon rain begins, airport terminal operators ensure multiple roofing, check for leakage in pipes, water backlog risks both import and export cargo.”

## DISRUPTIONS

Exposure to rain water during unloading and loading of goods or when cargo is stationary on the tarmac will damage perishables, pharmaceuticals, electronics and high-value cargo. Low visibility due to heavy rain or fog can delay cargo operations and vehicle movement on the airside. It may lead to missed flight connections or delayed customs clearance. Slippery surfaces, puddles, or even temporary flooding around cargo bays and roads can cause accidents, tipping of unit load devices or damage to Ground Support Equipment (GSE). 🚚







# 9% growth in mango exports at CSMIA in April and May

With cutting-edge infra and an advanced cold-chain system, we help preserve reputation of mangoes by ensuring every fruit reaches its destination in peak freshness. London led as top destination, followed by Toronto and New York, where mangoes continue to enjoy premium position, says **CSMIA spokesperson**.



CT Bureau

**C**hhatrapati Shivaji Maharaj International Airport (CSMIA) in April and May 2025 alone, efficiently managed to export 3,624 metric tonnes (MT), marking a 9 per cent growth from the previous year and reinforcing its expanding role in global trade.

As India's premier air cargo hub for perishables, the Mumbai airport has facilitated the export of some of the country's finest mango varieties, including Alphonso, Chausa, Kesar, Badami, and Neelam, meeting global demand. London led as the top destination, followed by Toronto and New York, where the Indian mangoes continue to enjoy a premium position and a dedicated consumer base.

A CSMIA spokesperson said, "With cutting-edge infrastructure and an advanced cold-chain system, we help preserve and elevate the global reputation of Indian mangoes by ensuring every fruit reaches its destination in peak freshness. We take pride in being the main gateway for exporting India's renowned mangoes to the global markets. Our commitment is to excellence and to supporting exporters in taking India's finest mango produce to the world."

To uphold the delicate nature of mango shipments, the airport offers world-class infrastructure tailored specifically for perishable cargo. Its state-of-the-art air cargo facility sets a benchmark with cutting-edge technology designed to maintain the highest

**Temperature in the facility is regulated between 15°C and 25°C to preserve the fruit's freshness and prevent spoilage**

standards of quality and efficiency. The heart of this operation is the Agro Excellence Centre, a 2,000 square metres temperature-controlled zone where every critical process from acceptance and screening to palletisation is conducted in a meticulously maintained environment.

Temperature within the facility is regulated between 15°C and 25°C to preserve the

freshness and prevent spoilage. Mango shipments are handled with care to minimise exposure to heat and maintain optimal humidity levels. Palletisation is done to ensure air circulation, enhancing the longevity and quality of the fruit.

Adding to its technological edge, CSMIA offers real-time shipment tracking through the mobile application 'Turant', providing exporters and stakeholders with end-to-end visibility and control.

Every step, from offloading to customs clearance and final pallet release—is synchronised to ensure that the ready-to-be uplifted pallets are released only at the time-of-flight departure. This seamless orchestration reflects CSMIA's operational excellence. 🌟

# Thermally insulated 'sectional overhead doors' for warehouses

Sectional overhead doors offer many benefits for warehouses, making them an excellent choice for industrial and retail settings. These doors are linked by hinges, allowing them to bend, slide and open vertically. When fully opened, the doors rest parallel to the ceiling, maximising space both inside and outside the building.



CT Bureau

**S**ectional overhead doors by Gandhi Automations are known for their reliability and durability. They are engineered to withstand rigorous use, while providing thermal insulation and sound-proofing. Customisable to fit a range of opening sizes and designed to meet high aesthetic standards, our doors enhance the appearance of your facility, while contributing to long-term cost savings.

The robustness and energy-efficient features of the sectional overhead doors make them a smart investment, ensuring operational effectiveness and financial benefits over time. This design is ideal for a variety of environments, including industries, warehouses, retail stores, and service centres, where efficient space utilisation and accessibility are crucial.

**The energy-efficient features of the doors make them a smart investment, ensuring operational effectiveness**

Its range of sectional overhead doors, including the Porto and Max Vista models, are designed for industrial and commercial buildings. They are available in multiple operational versions: manual push-pull, electrically operated, and chain-hoist operated by pulling an endless chain. This flexibility ensures our doors meet the diverse needs of various applications.

Both models are offered with different lifting systems tailored to the available overhead space. The sliding system



options include normal lift, high lift, vertical lift, low headroom lift and inclined lift, providing optimal solutions for every setting.

❖ **Porto Sectional Overhead Doors:** They blend with any architectural style. Easy to use, quiet, and reliable, they are built with pre-painted, galvanised steel and 40 mm

thick sandwich panels, they ensure robust protection and energy efficiency.

❖ **Max Vista Sectional Overhead Doors:** They combine aluminium panels with special glazed panels enhancing natural light, gridded, or meshed windows for a distinctive look. These doors provide ample natural light, creating a bright and pleasant work environment. They are durable and visually appealing, suitable for various commercial and industrial applications.





# GHAC rolls out CLIMB to boost freight forwarding business

With CLIMB, GMR's objective is to strengthen long-term collaboration, incentivise performance and enhance stakeholder value across the air cargo ecosystem. This innovative loyalty programme reflects its commitment to driving operational excellence and nurturing a future-ready cargo infrastructure in India.



CT Bureau

**G**M Hyderabad Air Cargo proudly announces the official rollout of Cargo Loyalty Incentives and Milestone Benefits (CLIMB), the country's first dedicated loyalty programme for freight forwarders. Following a successful soft launch during the ACFI Conclave in Hyderabad on 31 January 2025, the programme will go live from 1 July with Hyderabad (HYD) as the pilot location.

Developed exclusively for the freight forwarding community, CLIMB is a pioneering initiative across GMR-operated airports in the country, designed to recognise and reward freight

forwarders. The programme offers a host of premium benefits, including:

## PRIORITY CARGO HANDLING

- ❖ Dedicated single point of contact (SPOC)
- ❖ Demurrage waivers
- ❖ And more exclusive add-ons
- ❖ Loyalty rewards

With CLIMB, GMR aims to strengthen long-term collaboration, incentivise performance, and enhance stakeholder value across the air cargo ecosystem. This innovative loyalty program reflects GMR's commitment to driving operational excellence and nurturing a future-ready cargo infrastructure in India.



## AI advancing your cargo business

### Power BI: Your AI tool for data-driven insights

Power BI is Microsoft's powerful business intelligence and analytics tool that transforms raw data into compelling visual stories—enabling individuals and teams to uncover insights, track performance, and make informed decisions faster.

More than just dashboards and reports, Power BI now integrates robust AI capabilities that allow users to explore data using natural language, uncover trends automatically and gain deeper understanding without needing to be a data scientist. From boardroom to back office, Power BI brings clarity to complexity.

### What sets Power BI apart?

With its fusion of user-friendly design and AI-driven analytics, Power BI delivers powerful data experiences accessible to everyone—from analysts to executives:

**Natural language queries:** Simply ask questions such as “What were last quarter’s top-performing products?” and let Power BI generate answers with relevant visuals—no complex formulas required. **Smart insights & anomaly detection:** Built-in AI automatically identifies trends, detects outliers, and explains

key drivers behind your data—turning noise into narrative.

**Advanced ML models:** Integrate with Azure ML or use automated ML features within Power BI to forecast, classify, or cluster data—right from your reports.

**Interactive & sharable reports:** Create intuitive dashboards that anyone can explore, filter and personalise—keeping decision-makers aligned and informed in real-time.

**Seamless Microsoft ecosystem integration:** Power BI works effortlessly with Excel, Teams, Azure, and Microsoft Fabric—ensuring consistent, governed data access across your organisation.



**Pro Tip:** Enable the Q&A visual on your dashboards to let any team member explore data by typing simple questions—making data analysis a collaborative, intuitive process.

### Empower your business with Power BI

Power BI is transforming the way organisations engage with data analytics and embedding intelligence into everyday decision-making. Whether you are building executive dashboards, analysing customer behavior, or predicting future sales, Power BI helps you move from data to action with speed and confidence.

**Note:** Power BI offers a free desktop version, cloud service (Pro), and enterprise-grade capabilities with Power BI Premium—making it scalable for startups and global enterprises alike.

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- High-impact networking opportunities
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- Strong focus on sustainability and workforce development

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FOR MORE DETAILS, PLEASE CONTACT

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# Movements



## DELHIVERY India

**Rana Bikramjit Singh** has been appointed as the SVP, Express Parcel Business, at Delhivery. He will drive business growth across large marketplaces, channel partners and BFSI segment. Singh was in Airtel where he built high-performing sales teams.

## MAGENTA MOBILITY India

**Nand Kumar Sharma** joined as the Head, Charging Infra & Projects, at Magenta Mobility. He will drive its strategy and execution in real estate, engineering, procurement and construction to speed up the growth of the EV charging ecosystem.



## PROZO India

**Vaibhav Dhawan**, who is serving as the CTO, will also serve as the COO at Prozo. In his new role, he will drive tighter alignment between Prozo's technological roadmap and operational execution and enhancing agility across client engagements.

## KUEHNE + NAGEL INTERNATIONAL Switzerland

**Marcus Claesson** has been appointed as the Chief Information Officer by KN International's Board of Directors. Since 2019, he served as the CIO for Daimler Truck. In 2007, Claesson joined Electrolux in Stockholm, Sweden.



## HELLMANN WORLD- WIDE LOGISTICS Europe

**Robert Bartels** has been appointed as the VP, Airfreight, West Europe by Hellmann Worldwide Logistics as it looks to strengthen its airfreight offering. Bartels has 10 years of experience and will be based in Amsterdam.

## LONDON GATWICK AIRPORT UK

**Pierre-Hugues Schmit** has been appointed as the Chief Executive, London Gatwick Airport. He is currently Chief Commercial and Operational Officer at Gatwick's owner, VINCI Airports, and a non-executive director on London Gatwick Board.



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