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SOUTH ASIA'S LEADING CARGO MONTHLY

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Published from: ★ India ★ Middle East

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India sets stage for global dialogue

CK Govil, President, ACAAI, says it is the perfect time to showcase air cargo capabilities and engage in dialogues. It was an opportunity to bring global air cargo community to India.

Ritika Arora Bhola

What inspired you to hold the global cargo event, and how would it impact the industry?

As the ACAAI President, what inspired us to host the FIATA RAP meeting in India was the opportunity to bring the global air cargo community on the country's soil and to



exchange ideas, foster innovation, and build stronger collaborations.

India is rapidly emerging as a logistics hub with robust infrastructure, a growing economy and a dynamic industry. We believed it was the perfect time to showcase our capabilities.

This event is more than just a meeting—it is a platform to spark transformation.

We envision it as a catalyst for regional and international collaboration, knowledge sharing and policy discussions that can shape the future of global air cargo. It is about charting new paths, embracing digitalisation, sustainability, and multimodal con-

“India is rapidly emerging as a logistics hub with robust infrastructure.”

nectivity, and reinforcing the role of the APAC region in international trade.



CK Govil
President, The Air Cargo Agents Association of India

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FIATA to shape global air cargo future

Turgut Erkeskin, President, FIATA says, India is investing in boosting infra. The gov't's focus on fostering global routes & customs procedures also contributes to India's growing role.

Ritika Arora Bhola

How do you assess India's role in the global air cargo market?

India has become a key player in the global air cargo market, with major investments in infrastructure and policy.

India is experiencing growth in manufacturing and consumption, which increases demand



“India is seeing growth in manufacturing & consumption which hikes demand.”

airports are congested, resulting in delays in cargo handling and increased costs. Labour shortages and varying state-level regulations can complicate operations for air cargo providers.

What role does FIATA play in the global push toward sustainability?

The global push towards sustainability is a vital topic for air cargo indus-

try for the air cargo, particularly for high-value, time-sensitive goods such as electronics, pharmaceuticals and perishables. Opportunities include India's investment in modernising airports, such as IGIA expansion, which is projected to increase its handling capacity. The government's focus on expanding global routes and improving customs procedures contributes to India's growing role. But challenges persist. Delhi and Mumbai



Turgut Erkeskin
President FIATA

Contd. on next page 11 ▶

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Asia-Pacific logistics touch new heights

FIATA RAP Field Meeting 2025 will highlight importance of air cargo in India’s logistics sector and provide a platform for industry to discuss growth opportunities and challenges. It will also provide access to industry insights and discussion on emerging trends in the cargo industry, says **Jivisha Joshi, Deputy Secretary, DPIIT, Union Ministry of Commerce and Industry.**

CT Bureau

The FIATA Regional Asia-Pacific Field Meeting in New Delhi will benefit the air cargo and logistics industry stakeholders through enhanced net-

working opportunities with meeting with prominent global leaders. The RAP field meeting will also provide access to valuable industry insights and strategic discussions on emerging trends such as logistics, sustainability

practices and multimodal transportation. The stakeholders, gathering under one platform, will enhance promotion of regional collaboration to strengthen APAC logistics networks. Focused



Jivisha Joshi
Deputy Secretary, DPIIT, Union
Ministry of Commerce and Industry

“The event will provide a platform for experts to discuss growth opportunities.”

The sector is projected to reach 10 MMT by 2030. Supported by the

government initiatives, infrastructure and enhancement of regional linkage such as Krishi Udan Scheme, UDAN Scheme, Development of AFSs and cargo terminals, the sector is poised for growth. This event will focus on air cargo in India’s logistics sector and provide a platform for professionals to discuss growth opportunities.

dialogues on addressing local challenges and identifying actionable solutions will be encouraged. Air cargo in the country is experiencing rapid growth, driven by sectors such as e-commerce, pharmaceuticals and agricultural exports among others.

Highlights

- Air cargo growth driven by e-commerce, pharma and agricultural exports.
- With the development of AFS, cargo terminals, Krishi Udan scheme, the sector will achieve 10MMT by 2030.

Innovation

- Global challenges and actionable solutions will be discussed at FIATA.
- Sustainability, multimodal transportation emerging trends in logistics.

‘Greener’ logistics remain priority

Emergence of multimodal coordination allows forwarders to design optimised, carbon-efficient routes. This shift in focus comes as governments implement stricter environmental regulations and companies face more pressure from environmentally aware consumers and investors, says **Cyrus Katgara, Partner, Jeena & Company.**

The impact of supply chains on carbon emissions, accounting for 60 per cent of the total and an average of 80 per cent of a firm’s greenhouse gas (GHG) emissions, highlights the critical role and opportunity for freight forwarders in combating climate change.

Often unseen yet vital to trade, freight forwarders are now recognised for their influence in achieving carbon reduction targets. This shift in focus comes as the governments implement stricter environmental regulations and companies face more pressure from environ-



mentally aware consumers and investors, placing the forwarding sector at a pivotal juncture. This transition extends beyond mere compli-

ance or the publication of sustainability reports. It involves a fundamental reshaping of transportation—how goods are moved and our responsibility towards environ-

“Forwarders are known for their influence in achieving CO₂ reduction targets.”

carbon mental preservation. For forwarders, this means utilising their position within multimodal supply chains to drive meaningful change.

India’s freight transportation relied on road transport, constituting 71 per cent of the total, leading to logistics costs of around 13 to 14 per

cent of GDP. The integration of more cost-effective rail and waterways has begun to reduce this dependence.

This shift offers environmental benefits, with potential emission reductions of 15 to 20 per cent on key routes, and lowers fuel consumption, overall logistics costs, reduces congestion on NHs, and strengthens supply chain resilience. Govt initiatives such as the Dedicated Freight Corridors (DFCs) are significant in accelerating this modal shift towards greater efficiency and sustainability, aiming to handle over 70

per cent of India’s rail freight. The emergence of multimodal coordination allows the freight forwarders to design optimised and carbon-efficient routes.



Cyrus Katgara
Partner
Jeena & Company

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

Indian momentum for global freight

Industry experts shared their experiences and expectations from the event. From airline executives and forwarders to tech innovators and regulatory leaders, these voices offer invaluable insights into the evolving challenges and opportunities in air cargo industry. Professionals emphasised networking and collaborations should be the way forward.



Keku Bomi Gazder
MD and CEO
Aviapro Logistic Services

“The FIATA meet will focus on sustainability, cargo safety and regulatory policies, among others. With the world moving towards a new world order, there will be interaction between APAC nations. This is a platform where the APAC can understand what India is giving to the air cargo industry and how APAC team members can benefit from the former.”



CK Govil
President
ACAAI

“The meeting is an opportunity to exchange ideas and build collaborations. India is emerging as a logistics hub with robust infrastructure, a growing economy and a dynamic air cargo industry. We believed it is the opportune time to showcase the industry’s capabilities and engage in meaningful dialogue with international stakeholders.”



Stéphane Graber
Director General
FIATA

“Logistics industry is transformed by digitalisation, sustainability and growing geopolitical uncertainty. We are investing in capacity-building to help our members remain agile in a changing environment. The shift toward integrated multimodal solutions coupled with regulatory complexity and data-driven supply chains is reshaping forwarders’ role.”



Đào Trọng Khoa
President
Vietnam Logistics Association

“In the context of international economic instability, events such as FIATA RAP meet are becoming essential. These events provide opportunities for stakeholders in the logistics industry to network, exchange views and stay updated on international trends and serve as a platform to build trust and strengthen cross-border cooperation.”



Yukki Nugrahawan Hanafi
Chair
FIATA Region Asia-Pacific

“The APAC region is serving as manufacturing and e-commerce powerhouse. In the near future, cross-border e-commerce, demand for high-value and time-sensitive products and integration of digital platforms will be significant drivers. Emerging economies in the Southeast Asia are also investing in the global air cargo infrastructure.”



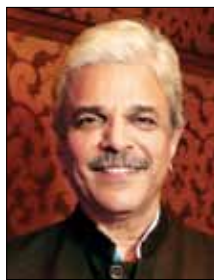
Manoj Kumar Jain
Director
Seal Air Freighters

“FIATA is an international platform for forwarders and operators. Policymakers and industry leaders etc., will gather at the field meeting to discuss challenges and innovations. If we need to have a resilient supply chain connectivity, then it is vital to foster partnerships and discuss innovations which are going to be the key for success.”



M Afzal Malbarwala
Managing Director
Galaxy Freight

“FIATA is doing exceptional work across the globe. It has presence and support from South America, Europe and Asia. Together with ACAAI, it will be helpful for Indian cargo agents to take the challenges they face to a global level. The FIATA meeting will provide a platform to discuss various challenges and ways to resolve them.”



Samir J Shah
Vice President
ACAAI

“The progress made in India will be on show for all our global delegates. India is the fulcrum of regional and international trade. The seminar will have more than 25 speakers spread over two days covering international and regional issues, sustainability and future engagements. The meeting is a not-to-be-missed event.”



Keshav Tanna
Director
Links Forwarders

“An important aspect of FIATA’s activities for its members is the FIATA Logistics Institute that imparts training through FIATA diploma courses in freight forwarding. Through these courses, the association prepares the next gen to professionally conduct their business in the logistics industry.”



J Krishnan
Board of Advisors
ACAAI

“Asia-Pacific is the inflection point and the FIATA event is being organised in New Delhi at the right time. Exchanging new avenues to ensure that effects of trade imbalances among key APAC supply chain managers, is a “god send” for forging new collaborations and partnerships for the Indian supply chain.”



M R Venkatesh
Eminent economist

“FIATA is not directly redesigning the international trade order. It is not directly changing the rules of international trade, but providing a framework of rules for freight forwarders that can be adapted to changing trade dynamics. These updated rules serve as a norm for freight forwarding companies and enterprises.”



Vipin Vohra
Chairman
Continental Carriers

“These events are vital to foster collaboration, exchange knowledge, and innovation in logistics. The air cargo industry is set to evolve with digitisation, automation, and green logistics. E-commerce growth, integrated multimodal solutions, explore emerging trends and specialised cargo handling thereby driving growth.”

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Pulse of global air cargo sector

Pre-meetings set the tone for the FIATA RAP field meet. These early gatherings and collaborations bring together industry stakeholders to address challenges and shape the agenda ahead. From strategy sessions to informal exchanges, the pre-meetings provide vital space for leaders to connect, share insights and lay the groundwork for the discussions.



Policies to transform air cargo, logistics

By promoting integrated logistics services, enhancing last-mile connectivity and introducing unified digital systems such as ULIP, NLP will improve cargo movement, reduce transit times and increase reliability. This transformation is likely to boost economic growth, enhance export competitiveness and position India as a global logistics in coming years.

National Logistics Policy (NLP) is set to alter future of logistics in India by streamlining supply chains, reducing logistics costs, and enhancing efficiency through integrated digital platforms. By promoting multimodal transport, infra standardisation and coordination, the policy

aims to boost India's competitiveness, support exports, and enable movement of goods.

Here are few key highlights of NLP:

❖ **Cost reduction and efficiency:** The NLP aims to reduce logistics costs from the current 13 to 14 per cent

of the Gross Domestic Product (GDP) to an average of 8 per cent by 2030. This reduction will make Indian products more competitive in both domestic and international markets, enhancing overall economic efficiency.

❖ **Infrastructure development:** The policy supports PMGS, which focuses on creating a modern, world-class infrastructure.

This includes multimodal connectivity, which will streamline the movement of goods and reduce transportation time and costs.



❖ **Sustainability:** The policy emphasises sustainable practices, such as reducing CO₂ emissions and promoting green logistics.



Navsha Rinzed
Director
Cargo Marketing International

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

Highlights

- Multimodal connectivity will streamline the movement of goods and reduce transportation costs.
- Integrating advanced tech will enhance transparency and visibility.

Innovation

- NLP PMGS will make logistics more efficient and competitive.
- Industry working on cutting carbon emissions and promoting green logistics.

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DHL to boost patient-centric logistics

DHL is enhancing high-quality logistics operations across the Americas, Asia-Pacific and EMEA region to meet evolving requirements of life sciences and healthcare industry. This investment supports the Group's Strategy 2030. It would also support advanced therapies and next generation treatments with state-of-the-art cooling transport and storage capabilities.



CT Bureau

DHL Group has announced a strategic investment of £2 billion over the next five years to enhance its logistics capabilities in the life sciences and healthcare sector. This investment supports the Group's Strategy 2030 and reinforces DHL's commitment to helping healthcare customers

The approach has been designed to meet the needs of pharma, biopharma, and medical customers

grow, innovate, and serve patients more effectively worldwide. With 50 per cent of the investment allocated to the Americas, 25 per cent to Asia-Pacific, and 25 per cent to the EMEA region, DHL is expanding its footprint to deliver integrated, faster, more reliable, and patient-centric logistics solutions wherever healthcare companies operate.

The investment will focus on enhancing high-quality infrastructure and technology across all logistics touchpoints—from storage, order fulfilment, and distribution to global shipping and last-mile delivery—creating resilient, scalable, and responsive supply chains. A significant part of the investment will be allocated to establish new cross-divisional GPD-certified Pharma Hubs for multi-temperature shipments lanes, expand cold chain capacity in existing facilities, new temperature-controlled vehicles, and passive and active packaging solutions to ensure sustainable delivery.

As the demand grows in clinical trials, biopharma, and cell and gene therapies, DHL is also investing in high-quality, specialised cooling infrastructure to accommodate low and ultra-low temperature ranges. Additionally, the group will implement cutting-edge IT systems that provide end-to-end visibility, ensuring product integrity, regulatory compli-



ance, and confidence for healthcare providers and their patients.

With its new sector brand, DHL Health Logistics, the group consolidates its life sciences and healthcare expertise under one unified umbrella. This creates a seamless, end-to-end experience for customers, simplifying the management of complex, cross-border supply chains with confidence, agility and high-quality service.

The approach has been designed to meet the needs of pharmaceutical, biopharma, and medical customers who require agile and connected logistics solutions that go beyond traditional service lines.

"Like the DHL Group's purpose of 'connecting people, improving lives', our strategic investment in life sciences and healthcare is driven by delivering essential, often life-saving products to people in need," said



Oscar de Bok, CEO, DHL Supply Chain.

This approach positions DHL Group at the forefront of the industry, equipped to tackle challenges and seize opportunities in a rapidly transforming market.

"We are building high-quality, integrated logistics solutions that are as innovative and reliable as the products our customers create, thereby ensuring that patients everywhere receive the correct treatment at the right time." Through this strategic investment, the DHL Group is reinforcing its commitment to the life science and healthcare sector and demonstrating a profound dedication to patient care by ensuring the efficient and reliable delivery of essential pharmaceutical products, clinical trials and cell and gene therapies.

AT A GLANCE

- ❖ The investment will focus on enhancing quality infra and tech across all touchpoints.
- ❖ DHL is investing in quality cooling infra to house low & ultra-low temperature ranges.



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4.4% hike in March cargo demand

Asia-Pacific airlines saw 9.6% YoY demand growth for air cargo in March, the strongest among the regions. Capacity grew by 11.3% year-on-year. The sharp rise in US tariffs and new trade rules, especially ban on duty-free imports from China and Hong Kong, may have prompted people to buy in advance to avoid import fees, says **Willie Walsh, Director General, IATA**.



IATA released data for March 2025 global air cargo markets showed total demand, measured in cargo tonne-kilometers (CTKs), increased by 4.4 per cent compared to March 2024 levels (growth of 5.5 per cent for international operations), a peak for March. Capacity, measured in available cargo tonne-kilometers (ACTKs), expanded by 4.3 per cent compared to March 2024 (+6.1 per cent for international operations).

“March volumes were strong. It is possible this is partly a front-loading of demand as some businesses tried to beat the well-telegraphed 2 April tariff announcement by the US President Trump. The following uncertainty will be implemented may eventually weigh on trade.

In the meantime, the lower fuel costs, which are a result of the same uncertainty, are short-term positive factor for air cargo. And, within the temporary pause on implementation we hope that political leaders will be able to shift trade tensions to reliable agreements that can restore



Willie Walsh
Director General
IATA

“March volumes were strong. It is possible this is a front-loading of demand.”

confidence in international supply chains,” said Willie Walsh, Director General, IATA.

Several factors in the operating environment should be noted:

- March volumes rose after a lull in February, and this single-digit increase is in line with pre-pandemic growth trends.
- Jet fuel prices dropped 17.3% year-on-year, marking nine straight months of year-on-year declines



- The sharp rise in US tariffs and new trade rules, especially the ban on duty-free imports from China and Hong Kong, may have prompted companies and buyers to make purchases in advance to avoid heavy import fees

- World industrial output grew 3.2 per cent year-on-year, and trade volumes expanded 2.9 per cent. Many key CPI indices fell: US inflation was 2.4 per cent, down 0.4 points from February, European Union CPI was 2.5 per cent and Japan's rate fell 0.1 per cent to 3.6 per cent and China continued to remain in deflation but this eased by 0.1 per cent.

Air Cargo Market in Detail					
	World Share*1 %	March 2025 (%Year-On-Year)			
		CTK %	ACTK %	CLF (%-pt) *2	CLF (level) *3
Total Market	100%	4.4%	4.3%	0.0%	47.5%
Africa	2.0%	-13.4%	10.8%	-10.4%	37.1%
Asia-Pacific	34.2%	9.3%	7.6%	0.8%	48.6%
Europe	21.5%	4.4%	2.8%	0.9%	59.6%
Latin America	2.9%	5.6%	5.2%	0.1%	39.5%
Middle East	13.6%	-3.3%	0.9%	-2.0%	47.6%
North America	25.8%	3.7%	2.6%	0.5%	40.7%
1 % of industry CTKs in 2024					

March Regional Performance			
Trade Lane	YoY growth	Notes	Market share of industry*
Asia-North America	+7.3%	This route has resumed growth after a revised fall of 0.5% in February	24.4%
Europe-Asia	+8.3%	25 consecutive months of growth	20.5%
Europe-Middle East	-7.5%		5.7%
Middle East-Asia	+2.9%		7.3%
Within Asia	+5.5%	17 consecutive months of growth	7.0%
Europe-North America	+8.5%	14 consecutive months of growth	13.3%
Africa-Asia	-40.2%	4 consecutive months of decline	1.4%
Within Europe	-5.2%		2.0%
*Share is based on full-year 2024 CTKs.			

March performance
Asia-Pacific airlines saw 9.6 per cent year-on-years demand growth in March, the strongest growth among the regions. Capacity increased by 11.3 per cent year-on-year.

North American carriers saw a 9.5 per cent year-on-year increase in demand growth for air cargo in March. Capac-

ity increased by 6.1 per cent year-on-year. European carriers saw a 4.5 per cent year-on-year increase in demand growth for air cargo in March. Capacity increased 2.0 per cent year-on-year. Middle Eastern carriers saw a -3.2 per cent year-on-year decrease in demand growth for air cargo in March. Capacity increased by 0.8 per cent year-on-year. It's possi-

ble the weakness in this market is due to year-on-year comparison with the strong growth at the start of 2024 resulting from disruption to Red Sea maritime freight.

Latin American carriers witnessed 5.8 per cent year-on-year demand growth for air cargo in March. Capacity increased 4.7 per cent year-on-year.



NIA set to revolutionise cargo landscape

Multimodal cargo hub at the airport is progressing steadily, it will have direct linkage between ICT and IWLZ, which will provide forwarders with faster cargo processing times and increased visibility. To enhance cargo efficiency, NIA will utilise WMS, IATA's freight systems, among others, to boost operations, says **Nitin Mittal, Head, Cargo, Noida International Airport.**



Ritika Arora Bhola

When will cargo operations commence at the NIA?

NIA has partnered with Air India SATS (AISATS) for development and operation of a multimodal cargo hub (MMCH). Construction of the MMCH, which began in 2023, is progressing steadily. The Integrated Cargo Terminal (ICT) at AISATS has achieved the key infrastructure milestones in phase I of MMCH development, which will play a pivotal role in North India's air cargo ecosystem. The Noida airport will



Nitin Mittal
Head, Cargo
Noida International Airport

“The MMCH will provide intermodal connectivity, streamlining cargo flow.”

remain committed to delivering a world-class airport catering to expectations of the passengers, airline partners, and stakeholders.

Can you give us a brief about collaborations NIA reached with cargo carriers and forwarders?

We are engaging with leading cargo airlines, freight forwarders, e-commerce logistics players, and multinational supply chain partners to set up tie ups at NIA. The terminal will support many freight types, including general cargo, perishable products and pharmaceuticals. The main differentiator,

and a first in the country, is the direct linkage between the ICT and Integrated Warehousing & Logistics Zone facilitated by AISATS MMCH in order to provide forwarders with faster cargo processing.

AT A GLANCE

❖ ICT achieved milestones in phase I of MMCH development.

❖ The MMCH will comprise the cargo terminal and a IWLZ.



What infra upgrades have been made to support cargo flow at the airport?

The MMCH will not only provide intermodal linkage but also streamline cargo movement within the country and internationally. It will offer a

comprehensive range of handling services, including domestic and global shipments, express handling, and transshipment services, among others. The MMCH will comprise the cargo terminal and an Integrated Warehousing and Logistics Zone. ✈

Opportunities for dialogue, insights

► Contd. from page 1

How has the sector evolved in the past few years?

The air cargo sector has undergone a transformation in recent years. We have seen accelerated digitalisation, a focus on sustainability and a shift in trade patterns driven by geopolitical dynamics and e-commerce growth.

The pandemic was the turning point, highlighting the role of global air cargo in ensuring continuity of

the supply chain, especially for essential products. Post-pandemic, the stress shifted to building resilience and adopting technology.

What do you hope the attendees will get in terms of networking or collaboration?

One of the greatest strengths of the FIATA Field RAP Meeting is its power to connect minds from across the world. I hope the attendees leave the meeting with not just detailed

insights, but meaningful relationships, built on shared goals and a collective vision for the air cargo future. This RAP meeting provides a platform for dialogue between industry leaders, regulators, technology providers, and freight forwarders.

I hope the attendees see India as a willing and capable partner in global logistics—a country that is open, innovative, and ready to co-create solutions in order to drive the next wave of transformation in the cargo industry. Networking at this meeting is not about exchanging business cards, it is more about planting the seeds of future partnerships that can shape the direction of international trade. ✈



Collaborations key to tackling challenges

► Contd. from page 1

the supply chain. There is a collective effort to reduce the environmental impact. One of the key areas is the adoption of SAF, which promises to reduce CO₂ emissions. Many in the industry are adopting energy-efficient technologies, including the use of EVs for ground handling and advanced cargo handling systems to reduce emissions at airports.

FIATA works closely with stakeholders to advocate for sustainable practices and policy reforms. FIATA's role includes promoting innovation in green tech as well as encouraging the industry to adhere to best practices that reduce environmental footprint. FIATA will continue to support the development and

implementation of environmentally responsible solutions across the supply chain.

What do you hope attendees will take away in terms of networking or collaboration?

This event offers an opportunity for companies and professionals to build meaningful relationships that last beyond the event. Collaborations between airports,

airlines, and logistics providers can lead to efficient operations and resilient supply chains. The attendees will have an opportunity to hear from the government organisations about their initiatives on the growing demand for capacity, regulatory developments, and capacity-building initiatives. Collaborative opportunities are key to tackling the issues the industry presently faces. ✈



Commitment to improve sustainability

Report by TIACA suggested 72% of companies are prioritising energy efficiency to decarbonise operations and reduce costs. Fleet modernisation, digitalisation and innovation are key focus areas, with 84% actively investing in digital solutions and 83% in innovation-driven sustainability measures, says **Glyn Hughes, Director-General, TIACA**.



CT Bureau

TIACA announced the release of 5th edition of its annual Air Cargo Sustainability Insights Report, compiled from 274 responses from across the industry, covering various stakeholders.

The report analyses data by industry sector as well as organisational size with a good mix of small, medium and large businesses.

Key findings:

Sustainability commitment strengthens across leadership:

- 96 per cent of respondents confirm support from their CEOs, while 88 per cent report CFO engagement in sustainability initiatives

- 71 per cent of companies have a dedicated sustainability strategy, with larger firms leading at 84 per cent compared to 60 per cent of small businesses.

Increased investment in sustainability:

- 42 per cent of surveyed



Glyn Hughes
Director-General
TIACA

“They show the industry’s commitment to improve the impact we have on people.”

organisations have a dedicated sustainability budget, and 53 per cent now have a sustainability team, reinforcing the industry’s commitment to ESG.

Decarbonisation and energy efficiency rake centre stage:

- 72 per cent of companies are prioritising energy efficiency to decarbonise operations and reduce costs



- Fleet modernisation, digitalisation, and innovation are areas, with 84 per cent investing in digital solutions and 83 per cent in innovation-driven sustainability measures

Shift in focus on SAF:

- Report notes a decline in engagement with SAF and carbon offset initiatives, with only 32 per cent of companies investing in SAF solutions

and 35 per cent utilising carbon offsets

Industry-wide push to eliminate single-use plastic:

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

People-centric sustainability priorities:

- 83 per cent of companies invest in employee

training, 81 per cent focus on enhancing employee experience, and 74 per cent implement diversity and inclusion initiatives. TIACA continues to advocate for sustainable transformation across the air cargo ecosystem through its BlueSky sustainability assessment programme.

The organisation calls on the industry stakeholders to:

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

“We would like to thank everyone who took the time to complete this year’s survey as the results are useful in demonstrating the industry’s commitment to improving the impact we have on people, the planet and global prosperity,” said Glyn Hughes, Director-General, TIACA. “We encourage everyone to consider undertaking the BlueSky assessment which would provide them a personalised organisational dashboard of their sustainability progress,” he added.





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India-UK for major tariff reduction

India and the United Kingdom have signed multi-billion-pound free trade agreement (FTA) ensuring cutting 90% tariffs. Poised to accelerate export growth, India has agreed to reduce tariffs on range of UK products, while British shoppers could see cheaper prices and more choice on products, such as clothes, footwear and food products, including frozen prawns, as the UK liberalises tariffs.



CT Bureau

India and Britain struck a trade agreement, which is “the biggest and most economically significant bilateral trade deal the UK has done since leaving the European Union”.

As a result of the agreement, bilateral trade is expected to increase by £25.5 billion (US\$ 34.1 billion) per year in the long run, the UK Department for Business and Trade stated in an official press release. That would be a 60 per cent increase from the

Bilateral trade is likely to swell by £25.5 billion per year in the long run, a rise of 60% from 2024

2024 level, as per UK government data.

India agreed to cut tariffs on a range of UK products, including whisky, medical devices, advanced machinery and lamb. And most of these levies will be removed al-

together within a decade, according to the release. In return, the UK will lower tariffs on Indian goods. “British shoppers could see cheaper prices and more choice on products including clothes, footwear and food products, including frozen prawns, as UK liberalises tariffs,” the release stated.

The Confederation of Indian Industry stated the FTA as a transformative accord. “Guided by 2030 Roadmap, the pact will help advance partnership between India and the UK, steering bilateral

trade towards the target of US\$ 100 billion by 2030,” said Sanjiv Puri, President, CII.

This agreement is poised to accelerate the country's export growth in the next two years

The Federation of Indian Chambers of Commerce and Industry welcomed opening up of “export opportunities for sectors such as textiles, marine products, leather, footwear, sports goods, toys and gems and jewellery”.

“This FTA is poised to speed up export growth, with projections reflecting a rise to US\$ 2.5 billion in next two years. Total bilateral trade in gems and jewellery may double up to US\$ 7 billion,” said Kirit Bhansali, Chairman, Gem & Jewellery Export Promotion Council.

HIGHLIGHTS OF INDIA-UK FTA

- ❖ 99% Indian exports to benefit from zero duty in UK market.
- ❖ Indian import duty to be slashed, locking reductions on 90% of tariff lines, 85% of these becoming fully tariff-free in a decade.
- ❖ India to reduce tariff for whisky, medical devices, advanced machinery, and lamb, making U.K. exports more competitive.
- ❖ Goods with reduced import duties include cosmetics, aerospace, lamb, medical devices, salmon and electrical machinery.
- ❖ Products at cheaper prices for British shoppers: Clothes, footwear, and food products and frozen prawns.
- ❖ Automotive tariffs will go from over 100% to 10% under a quota.
- ❖ Three-year exemption from social security payments for Indian employees working in the UK.
- ❖ Export opportunities for labour-intensive sectors such as textiles, marine products, leather, footwear, sports goods and toys, gems and jewellery, engineering goods, auto parts and engines and organic chemicals.



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CT Bureau

What is the difference in planning air cargo versus sea or road freight?

Planning for air cargo lays emphasis on speed, compliance and precision for time-sensitive, high-value, or temperature-controlled shipments. They often operate within narrow delivery windows

and strict regulatory frameworks, while air cargo offers unmatched reliability. By contrast, sea and land freight are optimised around volumes, cost-efficiency and longer lead times.

While the core logistics principles of visibility and coordination remain consistent, each mode demands its own

planning approach. Our teams ensure solutions tailored to the nature of the cargo across all transport types.

What are challenges in ensuring seamless multimodal cargo transfers?

Multimodal logistics brings together different transport modes, timelines and regulatory requirements. These can create operational bottlenecks if not managed with precision.

Challenges include synchronising schedules across modes, ensuring data integrity during handovers, and dealing with varying customs procedures, among others. These challenges



Huned Gandhi
Managing Director, Air and Sea Logistics, Indian Sub-continent, Dachser India

Multimodal logistics brings together different transport modes, timelines and regulatory needs."

ruptions and enabling timely delivery.

What role does tech play in managing multimodal air cargo logistics?

Tech plays a vital role in managing multimodal air cargo operations. It enables real-time tracking, seamless data exchange, proactive exception management and coordination between various transport

modes. As cargo moves across regions, ability to monitor progress and respond to any disruptions becomes vital. By integrating systems, we ensure information flow, transparency, and faster decision-making. These capabilities are critical.

AT A GLANCE

❖ Multimodal logistics brings together different transport modes.

❖ Capability to monitor progress and respond to any disruptions.



Sustainable air cargo solutions in 2025

Most airports and air cargo terminals in India have already put in place community systems, which are accessible to stakeholders, including airlines, freight forwarders, customs brokers and cargo terminals, which help streamline the process of shipments. Digitalisation and EDI help in free flow of data between stakeholders and help in faster processing of cargo shipments.

Ground handling in India is evolving, driven by various approaches to boost efficiency, safety, among others. The key areas in the industry in India

Cargo terminals have been adopting various methods of automation in cargo handling."

are automation, digitalisation, paperless operations, green GSE and EDI. The terminals have been adopting various

methods of automation that improve efficiency of the cargo terminals and helps in handling more volumes.

Digitalisation and EDI help in free flow of data between stakeholders and help in faster processing of shipments, thereby leading to higher efficiency at the cargo terminals. This would enhance the paperless transactions as the free flow of data makes paper usage redundant. Most airports and air cargo terminals in India have put in place community systems, accessible to stakeholders, such as airlines, forwarders, customs brokers and



cargo terminals, which aids in streamlining the process of shipments. This is utilised mainly for EXIM cargo. The domestic cargo fraternity must catch up with their counterparts from EXIM cargo in adopting tech

to enable data exchange and adopting community systems for paperless transactions.

Menzies Aviation, a signatory to the UN Global Compact and Women's Empowerment Princi-

ples, is committed to fostering an inclusive and sustainable world, in line with the UN SDGs. We have set targets internally to address environmental concerns, which has an impact on air cargo handling through modern cargo terminals. These include:

- Net zero emissions
- Reducing environmental impacts
- Supporting climate agenda
- We have also taken several measures to improve our energy efficiency
- Partnered with IATA for IEnvA for Ground Handling Services
- Paperless initiatives

Our terminal at Bangalore International Airport (BIAL) is the first terminal to have a fleet of Electric Powered Forklifts & Tugs and continues to be a leader in such initiatives.



Anil Kumar
CEO
Menzies Aviation India

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

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Small private airports capex to soar

Small private airports are likely to embark on expansion of up to 1.5 times of their current base by FY 2028. This is in response to escalating travel demand and moderate capacity on the ground. In contrast, large private airports are likely to see a reduction in capacity addition following substantial expansion over past three years, said **Ankit Haku, Director, Crisil Ratings**.



CT Bureau

Capital expenditure (Capex) at small private airports, nearly half of the overall upcoming private airport Capex, will be up 50 to 60 per cent on average in fiscals 2026-2028 as compared with previous three fiscal years. This will be driven by

Small private airports may embark on an expansion of up to 1.5 times by the year 2028

capacity expansion due to substantial increase in terminal utilisation levels. Capex at large private airports—remaining half of the overall upcoming private airport Capex—will see a decline during the same period as much of the capacity expansion has been completed or is nearing completion. Net-net, the overall Capex of private airports will slightly slow down by 10 to 15 per cent to Rs 40,000 crore over the next three years.

A Crisil Ratings analysis of 11 operating private airports and two soon-to-be-operational private

airports, which together account for more than 95 per cent of India's private airport passenger traffic, indicates as much.

"Small private airports are expected to embark on a significant expansion of up to 1.5 times of their current base by fiscal 2028. This is in response to escalating travel demand and moderate capacity on the ground. Strong demand leading to recovery of air traffic movement has yielded a remarkable compound annual growth rate (CAGR) of 45 per cent in passenger traffic at small private airports between fiscals 2022 and 2025. However, capacity growth at these airports has been relatively sluggish, with a modest CAGR of 20 per cent over this period, resulting in terminal utilisation levels increasing from 60 per cent to 90 per cent and a need to build additional capacity," Ankit Haku, Director, Crisil Ratings said.

In contrast, large private airports are expected to see a reduction in capacity addition following substantial expansion over the past three years, which absorbed high traffic growth and kept terminal utilisation stable at 80 to 85 per cent. Greenfield airports are set



to become operational this fiscal year, with minimal capital expenditure required going forward. Their strategic locations in or near tier I cities minimise offtake risk, enabling a smooth ramp-up of passenger and cargo volumes. As a result, in the medium term, most capital expenditure will be allocated towards maintenance—refurbishing equipment, upgrading amenities and developing infrastructure—rather than expanding capacity.

"While Capex intensity for small private airports will rise to over two times, project risk will be manageable since these are expansions of existing sole airports in their re-



spective cities. Further their sponsors' expertise in operating large private airports and their strong fund-raising capabilities also mitigates some of the risks," Gauri Gupta, Team Leader, Crisil Ratings, said.

As for large airports, a slowing of Capex will provide an opportunity to further sweat out of their capacities, with traffic growth rising to 30 per cent CAGR over the past three fiscal years. Further, established regulatory tariff framework that provides a pass through of Capex costs with reasonable returns remains conducive for the sector. With moderate project

risk and healthy cash flow, the credit risk profiles of private airports will remain stable, underpinned by healthy DSCRs of 1.6 times for large and 1.3 times for small private airports over the next three years. That said, geopolitical uncertainties that could impact air travel, timely true ups for lower traffic and approvals for any cost overrun, will bear watching.



Highlights

- Capex at small private airports will be up 50-60% on average in 2026-2028.
- This will be driven by capacity expansion due to increase in terminal utilisation levels.

Innovation

- Greenfield airports are set to become operational this fiscal year at very less expenditure.
- Their locations near tier I cities minimise offtake and enable rise in cargo volumes.

Booster dose for Indian MSMEs

The upcoming CIS is poised to elevate India's stand in global logistics and trade facilitation. The white paper marks an important step in our continued engagement with policymakers. It outlines the express industry's unique clearance requirements and calls for a seamless integration of ECCS into the CIS. says **Vijay Kumar, Chief Executive Officer, EICI**.



CT Bureau

The Express Industry Council of India (EICI) and The Bureau of Research on Industry and Economic Fundamentals (BRIEF), jointly launched the white paper, titled 'The Future of Express Cargo Clearance (ECCS) in India in the New Customs Integrated System (CIS), underlining the need to ensure the smooth integration of processes



Yogendra Garg, Member, IT, Taxpayer Services & Technology, CBIC, launches the white paper titled "the future of express cargo clearance in India-ECCS in the New Customs Integrated System"

Bilateral trade is likely to increase by ₹25.5 bn per year in the long run, a hike of 60% from 2024

and preserve the strengths of the existing ECCS as it is proposed to be integrated into the forthcoming CIS.

The white paper aims to apprise the regulatory authorities, especially the Central Board of Indirect Taxes and Customs (CBIC), about the critical features of the currently operational ECCS and the express industry's expectations from the new CIS. It was submitted to the CBIC at a consultation held in New Delhi, which was also attended by Yogendra Garg, Member, IT & Taxpayer

Services, CBIC, officials from DG Systems, and senior representatives from the express and logistics industry.

Based on the on-ground realities of the express industry, the paper recommends steps to streamline operations, reduce redundancies, and strengthen India's trade facilitation architecture. The express cargo industry is recognised as a vital part of the logistics ecosystem, powering e-commerce and supporting India's EoDB and global trade integration goals.

It is critical to MSMEs, providing solutions for their integration into global value chains. The express delivery services (EDS) industry is estimated to be ₹700 billion in 2024 and has witnessed a 15 per cent to 18 per cent CAGR

growth over the past seven years, employing more than 30 lakh people. India's Courier, Express, and Parcel market is projected to grow from US\$ 8.62 billion in 2025 to approximately US\$ 15 billion by 2030, highlighting the need for efficient logistics systems.

The white paper outlines key recommendations for system-related reforms necessary to enhance ECCS as part of its integration into CIS. Given the time-sensitive nature of express shipments, it is critical that the new system retains the distinctive features and operational agility of ECCS.

"Express cargo industry is a vital part to the logistics ecosystem, powering e-commerce and supporting India's EoDB and global trade integration goals. With the upcoming CIS poised

to elevate India's standing in global logistics and trade facilitation, this white paper marks an important step in our continued engagement with the policymakers. It outlines the express industry's unique clearance requirements and calls for a seamless integration of ECCS into the CIS. We collaborated



with CBIC in developing the ECCS, and this white paper sets the course for the next vital phase of partnership—aligned with the government's forward-looking approach to policymaking involving stakeholders. As India charts its course toward becoming a US\$ 30 trillion economy by 2047 under the Viksit Bharat mission, the express cargo industry will play a pivotal role in driving trade and fuelling MSME growth," Vijay Kumar, Chief Executive Officer, EICI, said

Key recommendations include:

- The express clearance module should be a separate, independently designed module within the CIS, following the Immediate Release Guidelines of the WCO

- CIS should adopt an architecture to separate express from other cargo modes to ensure system failures in one domain do not disrupt others

- Engagement with the express industry is essential across all stages of CIS development and implementation

- Core ECCS functionalities such as real-time status updates, bulk filing, and bulk and auto Out of Charge /Let Export Order must be preserved and incorporated into CIS

- All functionalities offered through ICEGATE must be integrated into the express module to eliminate inefficiencies and reduce dwell times

- The express module must be API-enabled to allow seamless inter-linkage, scalability, and adaptability

- Refined risk management system should be

embedded, balancing stringent controls with facilitative measures tailored for express cargo

- Examination processes must be system-driven to minimise manual interventions, which cause delays for time-sensitive shipments

- Dedicated help desk should be set up for users to ensure swift resolution of system issues

- Scheduled system downtimes must be limited and occur at times that minimise disruption

- Information available across govt platforms such as GST and banking systems should be auto linked to the CIS to avoid redundant data entry

These recommendations are described as foundational requirements to ensure the agility, scalability, and global competitiveness of India's express cargo operations.

Highlights

- Despite investments, infra still struggles to keep pace with growing demand.
- While efforts are being made to promote multimodal transport, road transport still dominates.

Impact

- There is lack of unified information access, leading to a struggle with road regulations for transport good vehicles
- Investments in cold storage facilities in rural areas must.



Investment lacking in multimodal infra

An upgradation of the airports is also required along with dedicated cargo terminals with adequate capacity. A timely technical digitised advancement coupled with simplified customs clearance and paperless transactions would go a long way in achieving the desired target, says **Sunil Kohli, Managing Director, Rahat Cargo**.



CT Bureau

How do you look at air cargo evolving amid ongoing global tensions?

The geopolitical tensions are bound to disrupt supply chains to a certain extent and that is why we need to combat them with flexible contingency plans

and to adapt by leveraging alternative sourcing and routing options. Over the preceding few years, the demand for temperature-sensitive veggies and pharma products is on the rise resulting in a thriving agri sector because of increased exports of fresh produce. The cargo fraternity has

been accepting these changes by optimising operations, focusing on efficiency, and enhancing customer service. The growth of e-commerce and manufacturing in India is driving the need for reliable air cargo services for exports. Despite the challenges, the sector is poised for continued



Sunil Kohli
MD
Rahat Cargo

“Upgradation of the airports is also required along with dedicated cargo terminals.”

An upgradation of the airports is also required along with dedicated cargo terminals with adequate capacity. A timely technical digitised advancement coupled with simplified Customs clearance and paperless transactions would go a long way in achieving the desired target.



growth in the backdrop of disruptions. By addressing shortcomings in infrastructure, the trade is focusing on forward-looking strategies.

Do you think India will be able to achieve 10 MMT target by 2030?

Yes. India can achieve

the 10 MMT target by 2030. But certain steps will have to be taken to meet this goal by all the stakeholders. Let us begin with having improvements in the road linkage apart from setting up MMLPs at important airport locations which should also be equipped with advanced warehousing facilities and state-of-the-art cooling centre.



Skilling, tech to prune carbon footprint

Infrastructure growth including development of new world-class and skilling important to sustain in the air cargo market. India again being the international IT solution provider needs to take a better hold to achieve all this and building a world class ecosystem, says **Manoj Kumar Jain, Director, Sealair Freighters International, and Managing Director, Deep Blue Xpress**.



CT Bureau

How vital are global platforms such as FIATA for accelerating digitalisation and cross-border tie ups?

The only way forward today is platforms such as FIATA RAP Fireld Meeting, which provides a stable and excellent zone to all logistics and air cargo industry stakeholders in the APAC region and across the globe to share best practices, tech and innovation look for solutions.

With India emerging as potential logistics market, what is the industry's priority?

The country is one of the



Manoj Kumar Jain
Director, Sealair Freighters
International, and Managing
Director, Deep Blue Xpress

“Infra growth at the airports, and adopting global standards is important.”

ports, developing new ones and adopting global standards, is vital. Skilling of trained personnel is an important strategy too

- Constant deliberations with authorities to make things simpler and align all agencies may it be Customs, Director General Civil Aviation (DGCA) or Foreign



Trade and dirrent other departments, including Union Commerce, Trade and Finance Ministries.

What is the role of tech in air cargo. How is India embracing them?

AI, IoT & Blockchain are

going to be the game changers, bringing accountability and transparency. India again being the global IT solution provider needs to take a better hold to achieve all this and building a world class ecosystem. The above also would help

us achieve the Sustainable environment. We must also bring down our carbon footprint and our operational costs, which matter the most. Analysing international needs and tracking in real-time will achieve the required results.



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FIATA-RAP FIELD MEETING 2025 AGENDA

22 MAY 2025 THURSDAY

09.00 - 09.15

INAUGURAL CEREMONY LIGHTING OF THE LAMP

09.15 - 10.30

Welcome of Chief Guest
Welcome speech
Welcome speech
Speech by Chief Guest

Keynote Speaker
Vote of Thanks

Welcoming and Honouring the Guests
Mr. C.K. Govil, President ACAA
Mr. Turgut Erkeskin, President FIATA
Mr. Piyush Srivastava,
Sr. Economic Advisor, MoCA
Mr. M.R. Venkatesh, Eminent Economist
Mr. Samir Shah, Vice President ACAA

10.30 - 10.40 Sponsor Promo

10.40 - 11.15 Tea/Coffee Break

11.15 - 12.45

BUSINESS SESSION I SUSTAINABILITY AND GREEN LOGISTICS

Mr. J Krishnan, Past President
ACAAI & Member MCCI Governing Council
Mr. Deepak Baidur, Project Manager,
GIZ India
Mr. Vikram Kumar,
Hon. Secretary General, ACAA
Mr. Dinkar Singh, Director Public Affairs,
UPS- Indian Subcontinent

12.45 - 13.00 Sponsor Promo

13.00 - 14.00 Lunch

14.00 - 15.30

BUSINESS SESSION II REGIONAL INITIATIVES - A NEW GRAMMER
OF TRANSHIPMENT, MULTIMODALISM
& GLOBAL HUBS

Mr. N. Sivasailam IAS (Retd), Ex-Special
Secretary (Logistics), Govt. of India
Mr. Yukki Nugrahawan Hanafi,
Chairman RAP-FIATA
Mr. Nguyen Duy Minh, Vice Chairman,
VLA (Vietnam Logistics Business Association)
Mr. Daljit Singh Kohli, India Representative, Port
of Antwerp-Bruges

15.30 - 15.40 Sponsor Promo

15.40 - 16.00 Tea/Coffee Break

16.00 - 17.30

BUSINESS SESSION III MATCHING THE COMPLEXITY OF LOGISTICS
WITH SIMPLICITY OF DIGITIZATION

Mr. T A Khan, Advisory Committee Member,
UNNEXt and Ex. Vice Chair, UN/CEFACT
Dr. Pritam Bannerjee, Head, Centre for WTO
Studies, Indian Institute of Foreign Trade
Mr. Parvinder Singh Chhatwal, Managing Director,
Hans Infomatics Pvt. Ltd.

Mr. Dushyant Mulani, Chairman,
Federation of Freight Forwarders'
Associations in India (FFFAI)
Dr. Stephane Graber, Director General - FIATA

19.00 - 20.00 Cultural Evening

20.00 - 23.00 Entertainment, Live Band, Fellowship & Dinner

23 MAY 2025 FRIDAY

09.30 - 11.00

BUSINESS SESSION IV FIATA LATEST INITIATIVES AND OUTCOMES TO
ADVANCE THE LOGISTICS INDUSTRY

Mr. Turgut Erkeskin, President FIATA
Mr. Yukki Nugrahawan Hanafi,
Chairman RAP-FIATA
Mr. Tej Contractor, Chair, Advisory Body
Vocational Training, FIATA, Managing
Committee Member FFFAI
Mr. Paul Cheetham, IATA Cargo
Commissioner Area 3
Dr. Stephane Graber, Director General-FIATA

11.30 - 12.50

BUSINESS SESSION V LOGISTICS DELIVERABLES BY THE FUTURE
GENERATIONS

Mr. P. Balasubramanian,
Founder & CEO, ACCIS (Air Cargo
Consultancy International Services)
Mr. Shanu Gupta, Director,
Rishi Kiran Logistics Pvt. Ltd.
Mr. Nisarg Agrawal,
Nagarkot Forwarders P Ltd.
Mr. Avishkar Srivastava, Director,
The PDP Group and Asia Winner of Young
Logistician Award at FIATA
Mr. Ashwin Vijayakumar, Paramount Shipping
Services Pvt Ltd

14.00 - 15.30

BUSINESS SESSION VI IMPROVED CONNECTIVITY & EFFICIENCY
THROUGH REDEFINED ALLIANCES & TRADE
LANES

Mr. Keku Bomi Gazdar, Managing Director & CEO
Aviapro Logistic Services Private Limited
Dr. Jivisha Joshi Gangopadhyay,
IRTS, Deputy Secretary, DPIIT, Ministry of
Commerce and Industry, Government of India
Dr. Surendra K. Ahirwar,
ED Traffic Commercial (Rates) and Business
Development, Ministry of Railways

15.30 - 16.00 Tea/Coffee Break

16.00 - 17.30

Closed Meeting FIATA High Level Meeting with Presidents of the
FIATA-RAP Associations



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

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