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seema.datt@buzztravelmarketing.com,

arjun.chadha@buzztravelmarketing.com

FIATA RAP 2025 kicks off in style



The lead up to the FIATA RAP Field Meet 2025, global air cargo leaders have been engaging in a series of meetings and gatherings. These events serve as vital platforms for stakeholders to align on key priorities, including innovation in logistics, sustainability goals and regulatory harmonisation.

Delegates from major airlines, forwarders, airport authorities and global trade bodies have expressed interest to participate in the meet in person and to share insights, forge partnerships and address challenges affecting the global supply chain. The efforts underway highlight a unified commitment to enhancing efficiency, resilience and connectivity in the sector ahead of the occasion.

Smart collabs powering trade ties

CK Govil, President, The Air Cargo Agents Association of India (ACAAI), which is jointly hosting the event with FIATA shares it is the perfect time to showcase our capabilities and engage in meaningful dialogue. The cargo efficiency of the future lies in collaboration between airports and logistics providers.



CK Govil
President, The Air Cargo
Agents Association of India

My suggestion to smaller and emerging companies is simple: Be bold, be innovative, and stay committed to excellence. In today's interlinked logistics ecosystem, size matters less than value. If you can offer agility, niche expertise, digital capabilities, or local detailed insights, larger players will see the value in partnering with you. Focus will be laid on building credibility through consistent service, transparency, and technology adoption.

The cargo efficiency future lies in collaboration between airports, airlines, and logistics providers. These tie ups are evolving from ties to inte-

grated, alliances focused on end-to-end visibility, speed, and resilience. We are witnessing a push toward digital linkage with stakeholders sharing data in real-time to reduce bottlenecks, optimise capacity, and improve handling.

Cargo community systems, AI-driven forecasting, and warehousing are instances of digital synergy. These tie ups will re-define efficiency in terms of resilience, adaptability and sustainability in a trade environment.

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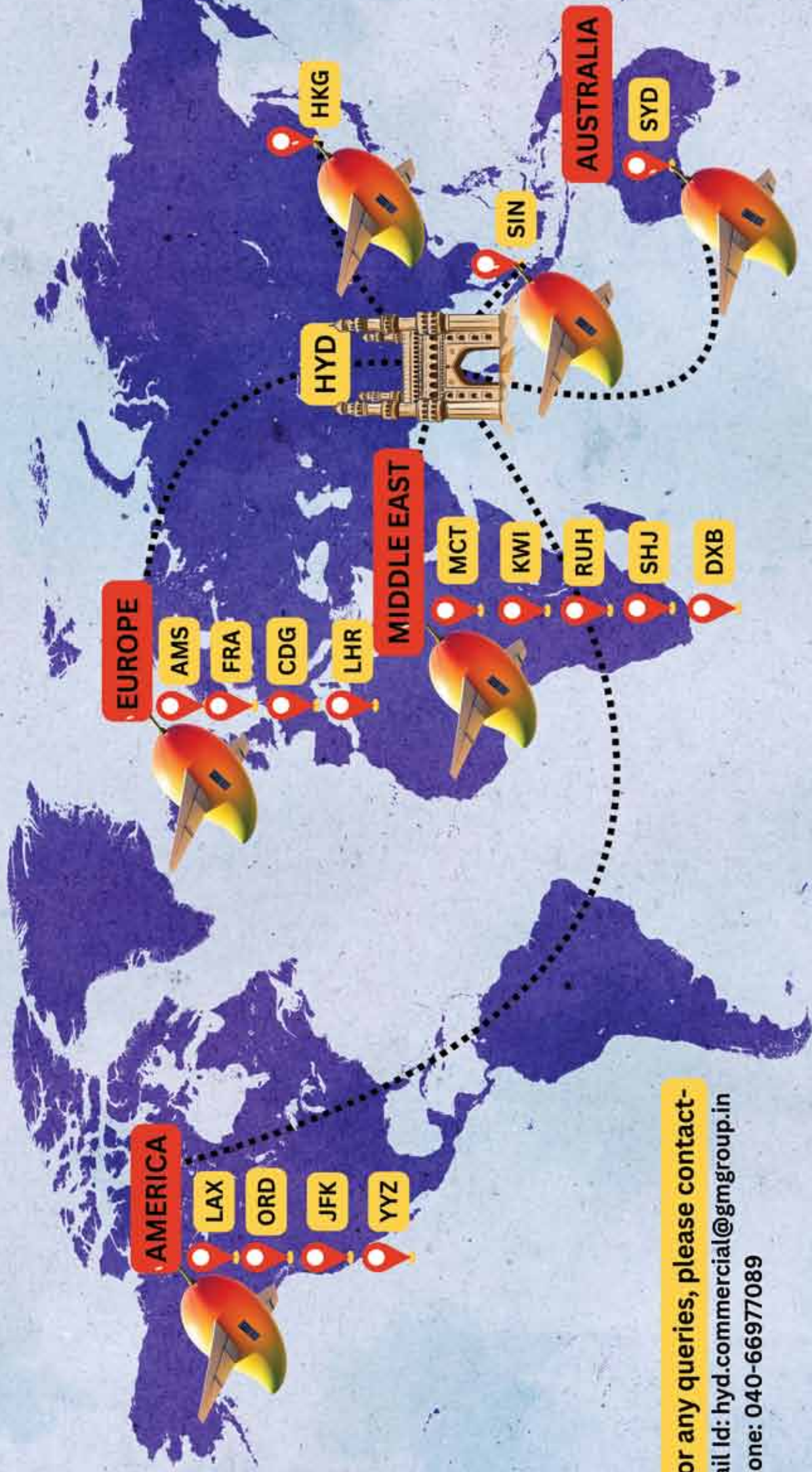
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'India becomes transshipment hub'

PPPs are the need of the hour. In a high-capex industry such as India, PPPs are crucial because it would allow private players to bring to the public table, best practices being implemented across the world. We must leverage capacity strengths with economies of the Asia-Pacific region, says **Keku Bomi Gazder, Managing Director and CEO, Aviapro Logistic Services.**

 Ritika Arora Bhola

Which emerging trade corridors are important for air cargo growth—markets in Africa, Southeast Asia, or the Middle East?

The India-Middle East-Europe Economic Corridor (IMEC), proposed by Hon'ble Prime Minister Narendra Modi, would be a game changer. It would boost Indian economic activity and EXIM trade. India has become a global transshipment hub; we must leverage capacity strengths of our transportation segments and build together with economies or businesses of the Asia-Pacific (APAC) region.



Keku Bomi Gazder
Managing Director and CEO,
Aviapro Logistic Services

India's Gross Domestic Growth (GDP) has increased to around 6.8 per cent. We are one of the fastest-growing economies of the world. We must not project ourselves as China plus one; it is time for us to be called as an India plus one. The growth areas for

India, where I see potential opportunities for businesses, are sub-Saharan Africa, West Africa and Latin America.

These countries are new economies, and they would do well in getting businesses. We are going to lead the prospects of growth of air cargo from these countries in the future. At the same time, Europe, America and CIS countries are gaining momentum.


What role does global airlines and logistics alliances play in improving air cargo linkage?

We have received an order of 1,100 aircraft; they were ordered in the past 15 to 18 months. We are

“We have world-class carriers that play a vital role in cargo movement to and from India.”

a matured global aviation ecosystem and are moving towards connecting every nook and corner of the world, not just passengers, but cargo too. Now, there will be an interplay of businesses to be handled by India-based carriers. We have got many world-class carriers in the cargo system that can play a vital role in cargo movement to and from India. This

means as the volumes grow, there is always going to be room for additional businesses to be carried by foreign carriers. Foreign and domestic carriers have good positives among themselves on where they can reach, what they can do, what is the capacity, among others. We are also growing

in terms of fleet, acquisitions, terminal operations, ground operations. International airlines and logistics players, among others will view the country as one of the major markets in the world. Connectivity is what is going to define the role and the path forward for our business. 



'Invest in honing skills to remain agile'

Rise of e-commerce and growing demand for speed are accelerating need for decentralised warehousing, AI-powered inventory management and advanced last-mile solutions. Forwarders will be central to managing these complex multimodal networks. In coming years, logistics will become predictive, tech-enabled and environmentally conscious, but continue to rely on human expertise.

 CT Bureau

What are the global trends shaping logistics, and how is FIATA adapting to them?

The logistics industry is undergoing rapid transformation driven by digitalisation, sustainability and geopolitical

uncertainty. The shift toward integrated multimodal solutions coupled with increasing regulatory complexity and data-driven supply chains is reshaping the role of freight forwarders.

FIATA is responding by modernising industry standards such as



Stéphane Graber
Director General
FIATA

through the development of electronic FIATA Multimodal Transport Bill of Lading and by strengthening dialogue with global organisations in a bid to ensure policy developments reflect operational realities.

“We are engaged in discussions to ensure forwarders are recognised.”

We are also investing in capacity-building to help our members remain agile in a fast-changing environment.

How do you see logistics evolving in the next five to 10 years?

Logistics is set to evolve from a traditional support function into a driver of competitiveness, with

a shift towards sustainability and digitalisation, reinforced by resilience through corridor development and innovation.

The rise of e-commerce and demand for speed are accelerating the need for decentralised warehousing, AI-powered inventory management, and advanced last-mile solutions. FIATA is committed to equipping its members to face the challenges ahead.

How is FIATA aiding its members in transitioning toward sustainable logistics practices?

The global association promotes sustainability

through practical tools. We are engaged in discussions to ensure forwarders are recognised in climate dialogues. We also provide our members with training on implementing greener best practices, from carbon emissions to modal shift strategies.



Before action begins



Preparations were in full swing for the FIATA RAP Meet, which opened today in New Delhi. The FIATA President and Secretary General met Senior Economic Advisor, MoCA, Piyush Srivastava to discuss various issues concerning handling of cargo and also invited him to attend the forum. They also visited a Delhi-based NGO along with ACAAI members. Today, the meet will focus on sustainability, digital transformation and supply chain resilience, among others. Industry experts will also be coordinating to showcase cutting-edge technology and forge new partnerships, ensuring the event fosters innovation and collaboration across the global air cargo community.



'Digitalisation, customs are crucial'

Emerging economies in Southeast Asia are investing in air cargo infrastructure. In the coming years, cross-border e-commerce, rising demand for high-value and time-sensitive goods and integration of digital platforms will be key drivers, emphasises **Yukki Nugrahawan Hanafi, Chair, FIATA Region Asia-Pacific.**



Ritika Arora Bhola

What are cargo growth opportunities in Asia-Pacific in the next two to three years?

The Asia-Pacific (APAC) region continues to serve as a manufacturing and e-commerce powerhouse this offers growth opportunities. In the coming two to three

years, increased cross-border e-commerce, rising demand for high-value and time-sensitive goods and integration of digital platforms will be key drivers.

Emerging economies in Southeast Asia are investing in cargo infrastructure, opening new trade lanes and regional gateways.

Are airports and logistics hubs in APAC region keeping pace with demand for capacity and cargo handling?

Hubs, such as Singapore, Hong Kong and Incheon are advancing rapidly with digitalisation, automation, robotics and expansion of handling facilities. Many secondary airports face challenges in scaling capacity, modernising systems and ensuring 24x7 ops. Bridging this gap requires investment and collaboration between governments, airport authorities and the private sector.

What bottlenecks need to be resolved, and how can PPPs help aid them?
The pressing flaws in-



Yukki Nugrahawan Hanafi
Chair
FIATA Region Asia-Pacific

clude limited cold chain facilities, inadequate handling infrastructure at secondary airports and inconsistent air cargo security processes. PPPs can play a vital role in accelerating investments, ensuring operational expertise and aligning infra projects with in-

“Emerging economies in Southeast Asia are investing in infra, opening new trade lanes.”

dustry needs. They can support development of specialised cargo zones, innovation hubs and multimodal connectivity.

What is your priority as FIATA Region APAC Chair in the next 12 to 18 months?

My priority is to strengthen regional collaboration and position forwarders as partners in cargo development. This in-

cludes capacity building through FIATA training programmes, enhancing digital readiness among members, and creating opportunities for PPP dialogue. The voice of small and medium-sized forwarders are heard as we work toward an integrated, resilient air cargo ecosystem in APAC.

AT A GLANCE

❖ PPPs can support development of specialised cargo zones, innovation hubs and multimodal connectivity



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An evening of industry camaraderie

Before the FIATA RAP Meet 2025 officially kicked off in New Delhi, industry stalwarts from the air cargo and logistics industry of India descended at the venue for a meet and greet with the delegation of FIATA and ACAAI. The evening saw the who's who of the sector networking over high-tea followed by an engaging cocktail & dinner soir  e.



See more pictures on page 10 ►

Lack of last-mile infra challenging

With right infrastructure cold storage and e-commerce handling, faster customs lanes, regional airports can become powerful cargo gateways. Investing in training and skill-building across the supply chain can reduce errors, speed up handling and can make the process more efficient, says **S Hari, Chief Executive Officer, Oneavia Services.**

After spending three decades in India's air cargo and logistics industry, I have seen how far we have come and how much further we need to go. From handwritten manifests and chaotic docks to tracking shipments on apps,

the progress made so far is remarkable. But ask anyone in this business, and they will tell you our biggest challenge still lies in the first and last-mile connectivity. At the start of the journey, the first mile problems

begin with inconsistent road connectivity, limited storage near production hubs, and delays in picking up cargo. On the last-mile, the hurdles are no less: Narrow urban roads, unpredictable traffic and a lack of last-mile infrastructure in remote

Smaller feeder routes that link bigger corridors can solve half the problems right there

We also need more regional cargo hubs closer to where goods are produced. Smaller feeder routes that connect to bigger corridors can solve half the problem right there. Then there is collaboration. Initiatives such as PMGS and Bharatmala are laying the groundwork, but it is time the private sector and logistics innovators join hands to build smarter networks, explore drone logistics, or even optimise routes using AI.

Airports can play a big role. With the right infrastructure cold storage, e-commerce handling, faster customs lanes

regional airports can become cargo gateways. And let us not forget the human side, investing in training and skill-building across the supply chain can reduce errors.



S Hari
Chief Executive Officer
Oneavia Services

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



towns frequently hold back timely deliveries.

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'Demand in major trade corridors'

Demand for air cargo is showing growth in sectors where speed and supply chain reliability are essential. Pharma, electronics and high-value retail continue to depend on air freight. **Huned Gandhi, Managing Director, Air and Sea Logistics, Indian Sub-continent, Dachser India**, claims global trends vary due to shifting trade dynamics and economic changes.



CT Bureau

How is the industry gearing up to the US tariffs imposed on Indian goods?

Tariff changes, especially from key partners such as the US, introduce a level of uncertainty impacting pricing and planning for Indian exporters. While such steps may be driven by broader geopolitical or economic considerations, the industry plays a vital role in helping customers navigate these developments.

How is demand evolving compared to other modes of transport?

The demand is showing



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

selective growth in sectors where speed and supply chain reliability are essential. Shipments such as pharma, electronics, and high-value retail are still sent by air freight. While trends varying due to shifting trade dynamics and economic

changes, we continue to observe demand in major trade corridors involving India. Key airports

“Navi Mumbai and Noida airports will play a vital role in supporting cargo growth.”

such as Mumbai and Delhi remain central to this movement, while cities such as Hyderabad, Bengaluru, Chennai and Kochi are becoming important due to the rise of technology and life sciences.

Upcoming new airports in Navi Mumbai and Noida will play a crucial role in supporting cargo growth to and from India. Many firms are re-evaluating their transport strategies to manage costs and reduce environmental impact. We work with customers to design flexible, sustainable transport that



align with commercial and environmental goals.

What trends do you see shaping the future of multimodal logistics?

Multimodal logistics is being reshaped by digital innovation and sustain-

ability imperatives. Real-time data integration, predictive analytics, and automation are improving visibility and responsiveness across transport chains, allowing providers to make smarter and faster decisions. 📈

Cross-border digital connectivity

India is actively embracing these changes with solutions such as Hans Infomatic's iCAFFE and Cargo Community System, already supporting automated customs filing, ERP integration and real-time data exchange. With initiatives such as NLP and PMGS, India is poised to become a leader in tech-enabled logistics, says **Parvinder Singh, MD, Hans Infomatic**.



CT Bureau

What are your key expectations from the event in terms of global collaboration and market insights?

The FIATA RAP meeting event offers an opportunity to engage with global freight leaders, understand evolving trade dynamics and explore innovative practices being adopted across the Asia-Pacific corridor.

We look forward to gaining insights on regulatory harmonisation, cross-border trade facilitation and future-ready technologies that can

shape more resilient supply chains.

The RAP meeting also enables meaningful networking and collaborations with regional associations across Asia-Pacific (APAC) and with technology and logistics service providers, supporting our goal to offer integrated,

globally compatible software solutions.

India is suitable geographically to be a global air transshipment hub between APAC, USA and European Union lanes and is poised to grow volumes on these trade lanes. With Online CTM, only innovated by Hans Infomatic, the process-



Parvinder Singh
Managing Director
Hans Infomatic

ing TATs will be substantially optimised making possible transshipment of perishables and high value cargo, which will help India achieve its aspiration of reaching 10 million tonnes of air cargo in 2030.

How crucial are platforms for speeding up innovation and cross-border partnerships?

Such platforms are vital to speed up digital transformation in the logistics sector. These forums catalyse partnerships that fuel smart logistics ecosystems, enabling companies to co-develop scalable, interoperable and regulatory-compliant platforms. Cross-border discussions on sustainability, AI and data-sharing promote a cohesive, tech-driven future.

What role does tech play in evolving air cargo operations?

AI, IoT and blockchain are

“AI, IoT and blockchain are changing air cargo by enhancing predictive analytics and trust.”

transforming cargo by enhancing visibility, predictive analytics and trust across the value chain. AI enables route optimisation, fraud detection and dynamic pricing. IoT powers real-time tracking of high-value cargo. Blockchain ensures secure, tamper-proof data sharing for customs and compliance. 📈



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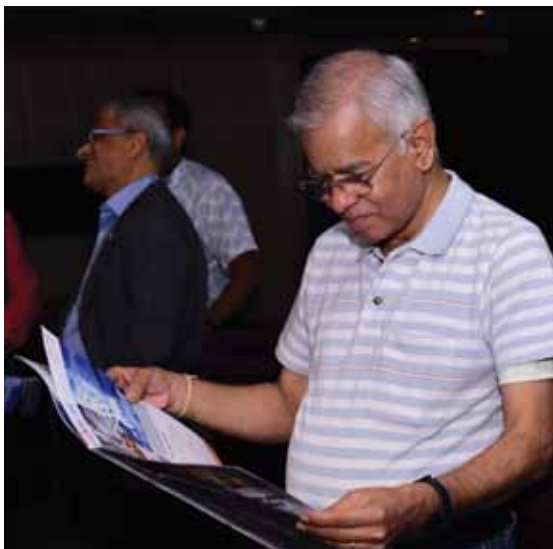
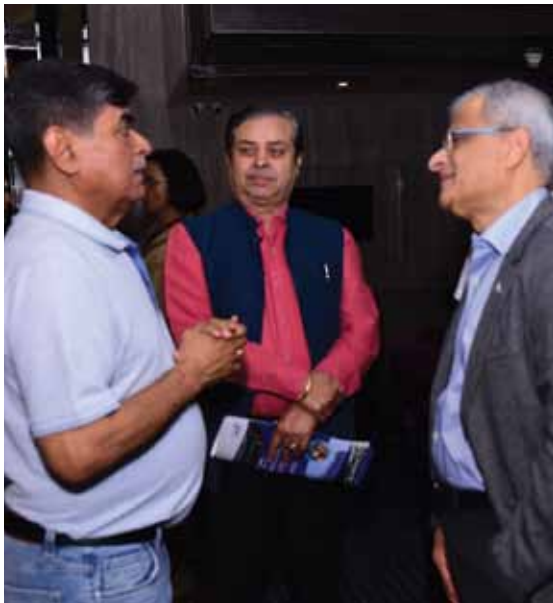


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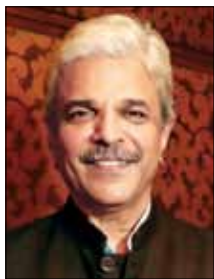
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Samir J Shah
Vice President
ACAAI

“ PPPs are a must as India is a country with many rules. So as long as there is clarity between partners, PPPs are a good thing to happen. The govt initiatives whether it is FTWZs or Movers scheme, they will be beneficial for traders and, in turn, it will increase growth.”



Keshav Tanna
Founder and Director
Links Forwarders

“ Infrastructure for cargo flow in India, especially Mumbai, has been poor but is improving with better road and metro linkage. The freighter ops are shifting to Navi Mumbai airport. More space and modern infra are still needed for cargo and cold storage.”



Atzal Malbarwala
Managing Director
Galaxy Freight

“ India has the potential to become a major global cargo hub. Unfortunately, there are a lot of infra hurdles. Despite having state-of-the-art airports, travelling on the roads to reach these places is a challenge. The govt must form a panel to sort out the issue.”



Rajen Bhatia
Managing Director
Tulsidas Khimji

“ Air cargo sector faces challenges from outdated infra and regulatory hurdles to unrealistic customer expectations for real-time tracking. Infra-structure gaps, especially in airports such as Delhi and Mumbai, remain a major bottleneck.”



Manoj Kumar Jain
Director
Seal Air Freighters

“ There is a big turmoil owing to the trade wars between the USA, China and other Far East nations such as Korea. The country will have a big advantage. We are transporting Indian air cargo, including electronics & IT, with thrust from the government.”



M R Venkatesh
Senior Advocate, Supreme Court
Keynote Speaker, FIATA RAP Meet

“ Two decades from now, India will be a technological marvel, which will see a quantum leap across all industries. Exports will be one sector, of which a subsector will be air cargo. But will India be a global leader in air cargo? That is what we need to look at.”

KEKU BOMI GAZDER

MD & CEO, Aviapro Logistic Services

I will touch upon PMGS, NLP, Air Cargo Policy and see how best they could be emulated by other nations. Today, PMGS is being accepted, not just in India, but it has become more of a case study across the world.



CHAITALY MEHTA

Director, EKF Global

GSTN and e-Way Bill system show how digitalisation can be used to improve compliance in logistics. Digitalisation will cut man-hours & transaction time for documentation. About 88% firms are investing in automation.



TEJ CONTRACTOR

Chairman, Advisory Board, IT, FIATA

We are in such times where digital engagement has become the cornerstone of transformation in logistics sector. There has been a rise in tech-driven solutions for visibility, automation and delivering real-time information.



PARVINDER SINGH

Managing Director, Hans Infomatic

Technology has become the backbone of air cargo in India. Earlier, there was a lot of paper pushing, and now data moves in just seconds. E-Airway bills, OCR and AI have reduced errors, improved tracking and reduced manpower.



N Sivasailam
ex-IAS officer (Retd)
Ex-Special Secretary (Logistics), GoI

“ Air cargo as an initiative is a decade old, and if we take 2014 as the cut off year for developments, it can take up even more due to explosion in air traffic. Doing everything at the airport is costly, and hence air freight stations can be a viable alternative.”



P. Balasubramanian
Founder & CEO
ACCIS

“ We have the potential, resources & capabilities. To get to Viksit Bharat 2047, we must trust our abilities. Exports and imports must be allowed to be stored together fully following customs & security protocols thus optimising the space as is done worldwide.”



J Krishnan
Partner
S Natesa Iyer Logistics

“ Look at aviation development in India over the last 10 years. We have the largest order for airplanes across the world. And every passenger carrier provides space for cargo. When capacity explodes, we are in a rush and become competitive to ferry Indian cargo.”



Sushant Nigam
Executive Director
ACAAI

“ Participating in a global air cargo event like this offers benefits for stakeholders by showcasing India's growing logistics capabilities. These events highlight emerging trends and innovations, enabling Indian firms to stay competitive in the global supply chain.”



Nguyen Duy Minh
Vice President, Vietnam Logistics
Business Association

“ Direct flights between Vietnam and India by Vietnam Airlines and Vietjet have created a bridge supporting growing trade and air cargo opportunities. As supply chains intensified and shifted toward Asia, collaboration between the two nations has become vital.”



Vipin Vohra
Chairman
Continental Carriers

“ PPPs and AFSs can ease congestion and boost India's capacity. AFS implementation is slow due to resistance from airport operators. Wider AFS adoption near production hubs is a must for integrating India into global supply chains and handling export volumes.”

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'Demand in India for Vietnamese goods'

To boost air cargo volumes between Vietnam and India, businesses of both countries should strengthen partnerships between the airlines and freight forwarders to create direct and frequent cargo flights, says **Đào Trọng Khoa, President, VLA**. The Vietnamese government has approved a plan to develop national logistics system, he adds.



CT Bureau

How important are events such as RAP meet for global stakeholders to meet, greet, network?

In the context of global economic instability—ranging from inflation, supply chain disruptions, to trade protectionism and complex tariff changes between the USA and China—events such as the FIATA RAP Field meet are becoming essential.

They provide logistics stakeholders with opportunities to meet, exchange views, and stay updated on international air cargo trends. Face-to-face interactions at



Đào Trọng Khoa
President, Vietnam Logistics Business Association

such events help soften economic tensions through dialogue, business networking, and by promoting greater connectivity across regional and international supply chains—a significant factor in today's unpredictable world.

“Bilateral trade between Vietnam & India reached US\$ 15 bn in 2024, 4.5% hike.”

How would you describe the cargo trade between Vietnam and India?

Bilateral trade between Vietnam and India reached US\$ 15 billion in 2024, 4.5 per cent more from 2023. In exports, phones and components led with US\$ 1.68 billion, electronic products and components at US\$ 1.5 billion and machinery and parts at US\$ 947 million.



This reflects demand from India for Vietnam's industrial goods.

How does Vietnam view itself as logistics hub in Southeast Asia in relation to trade with India?

Vietnam is positioning itself as a key logistics hub

in Southeast Asia, thanks to its strategic location. The Vietnamese government has okayed a plan to develop national logistics system. It is investing in deep-sea transshipment ports, airports, and interregional economic corridors. Vietnam is

promoting collaboration within frameworks such as the India-Association South Eastern Nations Economic Corridor and initiatives such as the East-West Economic Corridor, which links Vietnam with Laos, Myanmar, and Thailand. 🇻🇳

Partnerships lead way for growth

Infrastructure limitations, operational inefficiencies, rising fuel and transportation costs impact service providers' ability to maintain timely services. To safeguard cargo, while dealing with route adjustments and frequent handling, a comprehensive strategy is essential. This includes real-time tracking systems to monitor goods throughout their journey, says **Anchit Sharma, MD, Kuber Express**.



CT Bureau

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

The Indian air cargo sector currently encounters a confluence of potential and prevailing international pressures. Although geopolitical instability and trade limitations present considerable obstacles, the industry is experiencing heightened demand for air freight services, partly stemming from interruptions affecting maritime and other logistical pathways. The capacity for flexible adjustment and innovative solutions will be of paramount



Anchit Sharma
Managing Director
Kuber Express

importance. Expansion within this dynamic environment will necessitate continued governmental support directed towards infrastructure enhancement and the implementation of regulatory improvements.

“India can achieve 10 MMT of air cargo by 2030 target. Its fulfilment benefits logistics sector.”

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

The vision and target of India for achieving 10 MMT of cargo by 2030 is indeed attainable and its fulfilment will bring advancements to logistics sector and Indian economy. The emergence of trade prospects in tier II and III cities

underscores the potential for growth. To realise this, it will be crucial for all stakeholders to collaborate effectively. By working together, we can overcome challenges and create a robust and efficient cargo transportation ecosystem.

How would you rate multimodal infra in India for cargo movement?

The multimodal infrastructure has experienced advancements in recent years and is progressing toward a robust structure. While we have noted improvements in inland

waterways and railway freight, continued development is essential for efficient system. The govt made allocations towards enhancing India's transportation infra. These efforts encompass the establishment of MMTs and IMTs. 🇮🇳



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Why warehouse optimisation matters?

Transitioning from traditional SCM to modern supply networks stresses collaboration among interconnected entities. This shift necessitates managing conflicting objectives and information asymmetries, prioritising trade-offs enhancing collective performance. Perfect stock levels mean little if raw materials are wasted or used inefficiently.

Designing Warehouse Execution Systems requires adopting a high-level perspective to optimisation. Elevating the viewpoint from ground-level processes to a holistic view can prevent the pitfalls of



A smoothly running production line may face delays due to logistics bottlenecks

ties, each with its own priorities. This shift needs managing objectives and information asymmetries, prioritising trade-offs that enhance collective performance.



Bharanidharan S
Deputy General Manager
Software, Addverb

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

could lead to underutilisation and lower output.

Perfect stock levels mean little if raw materials are wasted or used inefficiently, driving up costs. Transitioning from supply chain management (SCM) to modern supply networks emphasises collaboration among interlinked enti-

AT A GLANCE

- ❖ Optimised KPIs can create a false sense of achievement.
- ❖ Holistic view can prevent pitfalls and boost efficiency.

local optima and enhance overall efficiency. Global optimisation treats warehouse as a unified entity, focusing on overall efficiency by aligning all processes and resources.

Local optimisation targets specific process-level KPIs. For instance, imag-

ine a factory where every department excels in its individual KPIs, production meets daily targets, maintenance reports minimal downtime and inventory is balanced. Yet the factory struggles to meet overall goals. This is because locally optimised KPIs can create a

false sense of achievement, while masking systemic inefficiencies. A smoothly running production line might face shipment delays due to logistics bottlenecks, affecting overall performance. Minimal machine downtime is beneficial, but poor scheduling

Empowering India with AI

As demand for AI infrastructure grows, India offers cost advantages, a renewable energy focus and a strategic location for development of data centres. However, its emergence as a global AI data centre hub depends on bridging gaps in AI infrastructure, talent availability and policy framework, according to **Deloitte India's** latest report.



CT Bureau

The country could require an additional 45 to 50 million square feet of real estate space and 40 to 45 ter-

awatt hours incremental power by 2030 to meet the growing demand for AI, according to Deloitte India's latest report titled 'Attracting AI Data Centre Infrastructure Investment

in India'. The report suggested targeted policy interventions would be critical in positioning India as a global AI hub. The report identifies six key pillars for India to reach

India offers an advantage in data centre real estate with lower land and labour costs

additional AI data centre capacity. The report highlighted how growing interest in colocation models and government initiatives offering incentives under various state government data centre policies are helping drive growth.

ployment of data centres. The rapid expansion of data centres in the country intensifies pressure on India's power infrastructure, creating need for transmission capabilities and grid stability. More investments are needed to expand generation capacity, it added.



its full potential in building a world-leading, AI-ready ecosystem. These pillars are real estate, power utilities, infrastructure, connectivity, network infrastructure, talent and policy framework.

While the country offers an advantage in data centre real estate with lower land and labour costs, new constructions are needed to meet the

From a policy perspective, the report suggested introducing a separate category for data centres in National Building Code, 2016 and recognising them under the Essential Services Maintenance Act, 1981 could incentivise specialised infrastructure development. Fast-tracking and setting up data centre facilitation units can help boost the de-

AT A GLANCE

- ❖ Policies for positioning India as a global AI hub critical.
- ❖ Investments are needed for more generation capacity.



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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



EDITOR: Sanjeet
CHIEF EDITOR
Nisha Verma
nisha.verma@ddppl.com
Associate Editor
Ritika Arora Bholia
ritika.arora@ddppl.com
DESK Editor: VVN Murthi
vvn.murthi@ddppl.com

ASST. VICE PRESIDENT:
Abha Gupta
abha.gupta@ddppl.com
GENERAL MANAGER:
Harshal Ashar
harshal@ddppl.com
Manager: Jaspreet Kaur
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DESIGNER
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