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Green logistics takes centre stage

Sustainability is at the forefront at FIATA RAP Meet 2025 where the first business session on Sustainability and Green Logistics saw industry stalwarts sharing views on not only the ways in which industry is adopting sustainability, but also how they need to move in a direction, where being eco conscious would be the norm.



The session began with the moderator, J Krishnan, Past President, ACAAI & Member, MCCI Governing Council, putting the context forward for the discussion. "Among all the transport modes, freight



J Krishnan,
Past President ACAAI
Member, MCCI Governing Council

“Looking at worldwide context of CO₂ emissions, the role of logistics is insignificant.”

constitutes the maximum carbon efficiency. When we look at the worldwide context of CO₂ emissions, the role of logistics is insignificant. The role of logistics is less than 4 per cent, of which only 17 per cent comes from air freight. We need to act with the focus, determination and cooperation, if we need to move ahead and increase our prosperity.”

Do your bit

Sharing his views Gitakrishnan Ramadurai, Faculty in-Charge, The Mobility and Intelligent Transportation Collaborative, agreed logistics is a fraction of the overall emissions that happen across all industries. “We do not necessarily have to do too many things differently to make things sustainable. The way we do



Delving deeper into the subject of sustainability was Dinkar Singh, Director Public Affairs, UPS, Indian Subcontinent; J Krishnan, Past President, ACAAI & Member, MCCI Governing Council; Gitakrishnan Ramadurai, Faculty in-Charge, The Mobility and Intelligent Transportation Collaborative and Vikram Kumar, Honorary Secretary, ACAAI, and Director, CTC Air Carriers

it, we can still be sustainable. It is not to an extent to change the world, but we are at least doing our bit.”

Single shot not enough

The second panellist of the discussion, Vikram Kumar, Honorary Secretary, ACAAI, and Director, CTC Air Carriers, shared, “Sustainable logistics cannot be solved by a single bullet. It is a toolkit, which starts from the production. It goes next level to warehousing, to transportation, then to the airports or seaports, and then finally, the last-mile delivery to the customer. To solve the entire chain is not possible. It can take years. Hence, we should start with low-hanging fruits and things that can be done. Out of 121 operational airports in India, 87 are functional and 100 per cent run on green energy. European airports function only at 50 per cent efficiency level. This is why we are a developing country. We are already on our way there and as an industry, we are already contributing to sustainability. We might not be green, but we are not exactly brown too. Hence, the world can



Gitakrishnan Ramadurai
Faculty in-Charge, The Mobility
& Intelligent Transportation
Collaborative

“We don’t have to do too many things differently to make things sustainable.”

give us a little bit of slack and understand that these are needs, which must be taken care of. There might be some emissions, which we cannot control. However, we will see new innovative solutions innovative ideas and things, which are coming to the fore.”

Already taking steps

Taking the discussion further, Dinkar Singh, Director, Public Affairs,



Vikram Kumar
Hon. Secretary General, ACAAI
Director, CTC Air Carriers

“As an industry, we are already contributing towards sustainability.”

UPS, Indian Subcontinent, claimed aircraft emission is a part of the story in logistics. “The responsibility and accountability begins from the time touch the shipment as freight forwarders or logistic players. The exporter or shipper is giving us four things when a shipment comes to us—actual content of shipment, packaging, data or information, and if that data or information is on paper. Hence, as soon as we touch the shipment,



Dinkar Singh
Director Public Affairs
UPS, Indian Subcontinent

“We can think on cutting down on other things, which are going with the shipment.”

we can start thinking of how we can reduce the other things, which are travelling with the shipment. This can generate many ideas, and every step would start contributing towards net zero or carbon neutrality. The packaging can be re-used and hence emissions can be reduced. We need to think how we can make it paperless. Once you reduce the paper work you are contributing towards the goal. Thus, we need

to figure out how minimal data is required and how smooth this data flows throughout the system as it is required for custom clearance too.”

“It can start from direct electricity use. We can work towards having all the warehouses move to solar panels. After moving the shipment from the warehouse to the airport, the airport operators’ responsibility starts. Aircraft comes much later into the picture. Hence, there are stages where we can reduce. When we start thinking this way, more ideas will come. Also, policies should also come into play, because that drives the industry too,” he added.

AT A GLANCE

- ❖ Out of 121 operational airports, 87 are functioning, & 100% run on green energy
- ❖ European airports function at 50% efficiency level

Digital map to link trade corridors

As global trade grapples with geopolitical shifts and digital disruption, the FIATA-RAP 2025 business session spotlighted the need for efficient, interoperable and digitally-enabled freight corridors. Global leaders shared strategies for advancing multimodal logistics, digital integration and green trade corridors.



Surbhi Sharma

As global trade evolves amid shifting geopolitics and digital transformation, the need for seamless multimodal corridors, efficient transshipment hubs, and integrated lo-

ern Asia and Southeast Asia. Minh forecasted regional trade growing to US\$3.67 trillion by 2030. While corridor concepts typically originate from governments—be it India, China's BRI, or Europe—the integration of existing corridor sys-



Nguyen Duy Minh
VP, Vietnam Logistics Business Association



Yukki Nugrahawan Hanafi
RAP Chair
FIATA

“Vietnam positioned as a natural bridge between Northern Asia and Southeast.”

gistics frameworks has never been more critical. In a high-level business session of FIATA-RAP 2025, leaders from logistics, port operations, and trade bodies gathered to discuss how the future of freight movement is being reshaped.

Nguyen Duy Minh, Vice President, Vietnam Logistics Business Association, underscoring the significance of integrating Southeast Asia's logistics networks with India, proposed the expansion of the East-West-Asia corridor into what he termed the 'India-Pacific Economic Corridor,' envisioning a seamless link between the Greater Mekong Subregion and India. Vietnam's geography positions it as a natural bridge between North-

“People from various countries presented their respective corridors.”

tems can be fast-tracked through collaborative efforts between industry associations, he said.

Digitalisation

Highlighting FIATA's efforts in advancing digitalisation across global freight corridors, Yukki Nugrahawan Hanafi, RAP Chair, FIATA, recalling a 2023 summit in Bali, said representatives from various countries presented their respective corridor frameworks. “We are now working to connect all these corridors into a unified digital map,” he revealed, signalling plans to launch the initiative soon.

Hanafi reaffirmed that FIATA's commitment to enabling digital tools that promote transparency, fair regulation, and global



N. Sivasailam IAS (Retd.), Ex-Special Secretary (Logistics), Govt of India, Nguyen Duy Minh, Vice President, Vietnam Logistics Business Association, Daljit Singh Kohli, India Representative, Port of Antwerp-Bruges and Yukki Nugrahawan Hanafi, RAP Chair, FIATA, during the second panel discussion

coordination across continents. “Digital transformation in freight forwarding,” he stressed, “is not optional—it is essential.”

Belgium eyes trade with India

Belgium has maintained a strong presence in India since 2006, focusing on building ties through partnerships with associations such as ACAAI and FIATA, and initiatives such as a logistics training centre with JNPA. This aligns with India's push for seamless linkage and skilled manpower. Trade between the two nations has grown steadily, with a 10 per cent increase in Belgian trade and a 22 per cent rise in Indian imports last year.

A recent economic mission led by the Prince of Belgium brought 250 firms to India, highlighting the country's relevance. Talks are also underway for direct flights between Delhi and Brussels, said Daljit Singh Kohli, India Representative, Port of Antwerp-Bruges.

Seamless corridors

Turgut Erkeskin, President, FIATA, outlined the three pillars must for any trade corridor that is air cargo movement, data flow, and value transfer.



N. Sivasailam IAS (Retd.),
Ex-Special Secretary (Logistics)
Government of India

“FIATA or such platforms must offer data mirroring to each involved jurisdiction.”

He cited a live example of cargo being shipped from Kazakhstan to Romania using FIATA's digital tools—spanning road, rail, and sea. The initiative demonstrated how integrated systems can support end-to-end logistics efficiency, lowering costs and improving reliability.

Legal realities

Addressing the critical legal gaps impeding international acceptance of digital bills of lading, N. Sivasailam IAS (Retd.), Ex-Special Secretary (Logistics), Govern-



Daljit Singh Kohli
India Representative
Port of Antwerp-Bruges

“An economic mission led by the Prince of Belgium brought 250 firms to India.”

ment of India, explained digital documentation, especially those shifting jurisdiction across countries, challenges the sovereignty of national legal systems.

Proposing a solution, he said FIATA or similar platforms must offer data mirroring to each involved jurisdiction. That ensures compliance with litigation, evidence, and privacy norms.

Industry's next frontier

Sivasailam pointed out

the hesitation of businesses, particularly in India, due to concerns over data privacy and unauthorised sharing. “We must treat logistics data like bank data,” he asserted. Only then can businesses confidently transition to digital platforms. Calling on industry bodies and governments to invest in digital logistics ecosystems, he said, “Developing a full-fledged platform can cost upwards of US\$250 million,” he warned. “Small countries or MSMEs cannot do it alone; that is why associations must take the lead.”

India to prioritise cargo trains

India holds potential for expanding coastal shipping operations. A viable approach is to utilise ports such as Gurners Bay, where cargo can be dropped and then distributed across the country. Another option is leveraging deep-sea ports such as Virgin Port, capable of accommodating large vessels. However, a key bottleneck remains in the lack of timetable-based cargo trains. While India has scheduled passenger trains, the absence of fixed-schedule freight services undermines multimodal efficiency.

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Discussions & networking galore

The FIATA RAP Field Meeting 2025 kicked off with aplomb in New Delhi. Starting with a formal inauguration, the day had three informative business sessions, where industry experts delved into issues pertaining to the industry. On the sidelines, attendees engaged in conversations and networked over coffee breaks and lunch, finally wrapping the day over sumptuous dinner.



See more pictures on page 12 ▶

Transportation: Backbone of logistics

India's cargo transportation sector serves as the spine of its trade and economic development, facilitating the movement of goods across vast and diverse terrains. As India advances towards becoming a global manufacturing and export powerhouse, the efficiency and resilience of its logistics network have become more critical than ever.

Over the years, cargo transportation in India has undergone a transformation—from traditional methods and fragmented systems to structured, tech-driven and policy-supported frameworks. Yet, the sector remained at a crossroads, where persistent challenges co-exist with opportunities for innovation, investment and reform.

The sector faces key challenges that hinder its efficiency and global competitiveness. Despite developments over the years, infra such as poor roads, congested ports, and inadequate ware-



housing continue to slow cargo movement and increase TATs, remains a key bottleneck. The industry is highly fragmented, relying heavily on unorganised and small-scale transport operators, resulting in inefficiencies and incon-

sistent service standards. Regulatory hurdles, including complex licensing procedures and compliance needs, further complicate the logistics landscape, despite the partial relief brought by the implementation of GST.

Future lies in integrated multimodal & sustainable transport systems

WFS is contributing to trade facilitation in its own capacity. At Bengaluru, WFS BLR has made notable advancements, in infrastructure and operational capabilities. We have expanded capacity at the Cool Port, while the general cargo-focused terminal is undergoing significant upgrades. By

mid-2025, it is expected to offer around cent per cent more capacity. These developments, combined with strides in digitalisation and mechanisation, position Kempegowda airport to strengthen its status as the leading Indian gateway for South-Central India. These efforts complement national initiatives and help position India as a globally competitive cargo and logistics hub.

With the right mix of policy reforms, infrastructure investment, and digital adoption, India has the potential to emerge as a global

logistics hub. The future lies in integrated multimodal transport systems, sustainable practices, and a strong focus on innovation across the supply chain.



Anupama Kachhap
Head, Commercial
WFS (Bengaluru)

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

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Surjit Bhujabal
Member, Central Board of Indirect Taxes and Customs

“ India is well-positioned to take up the challenges and proceed on a high-growth path. Coordination with national and international agencies along with stakeholders is crucial. We are presently witnessing the development of new infrastructure and the global cargo segment is expanding. ”



Bui Trung Thuong
Trade Counsellor, Head, Trade Office, Embassy of Vietnam

“ The FIATA event is vital given the current uncertainties following President Trump’s tariff policy. It serves as one of the platforms where stakeholders, business leaders and policymakers can come together to discuss the challenges. The platform is favourable for India and Vietnam and the entire Asia-Pacific region. ”



Radharamanan G Panicker
CEO, Dangerous Goods Management India

“ As far as handling of dangerous goods is concerned, it varies from airport to airport even though the regulation is one and same. Some handling firms try to interpret them differently. LSPs don’t follow the set norms and the same results in high risks. It creates risk in the transportation system. ”



Yukki Nugrahawan Hanafi
RAP Chair
FIATA

“ Asia-Pacific is a key driver of global economic growth, and India holds potential to become a central hub. With its robust economy, India plays a vital role alongside Japan, China, Korea, and ASEAN nations, contributing to deepening collaboration across APAC economic landscape. ”



Vincent Ong
Chairman, International Ocean Freight Forwarders & Logistics Association, Taiwan (IOFFLAT)

“ Platforms like this give us an opportunity to get together and help the members to improve their businesses with foreign partners. Many Taiwanese electronic companies are investing in India. In fact, lots of factories have moved to India. With globalisation, bizmen are expanding their wings. ”



Chalernsak Karnchanawarin
President, Thai International Freight Forwarders Association

“ FIATA event aims to boost collaboration in logistics, especially amid disruptions. There is a need to shift from globalisation to digitalisation. Fortifying India-Thailand ties is key for us, with India emerging as a force in cargo, trade and logistics, making it a vital partner for regional and global cooperation. ”

PADMA HANDA

Director, Hans Infomatic

Technology is playing a critical role in transforming global air cargo ops by improving visibility, automating documentation, enhancing route optimisation and enabling faster deliveries. India is embracing these changes at airports, and airlines.



SUNEET GUPTA

Sr. VP & Head, Business Development Cargo Community & Enterprise Systems, Kale Logistics

India’s air cargo industry is highly digitised and future ready. Key priorities include preparing for rising e-commerce shipments and establishing a national air cargo community system.



CYRUS N. KATGARA

Partner, Jeena & Company

The biggest challenge for air cargo today is going paperless—we have discussed it for years, but it hasn’t materialised. Tech can eliminate waste, especially during customs. Infrastructure still relies heavily on manual labour; automation is essential.



GEN KANEKO

Chairman, Japan Freight Forwarders Federation

Japan is leading in logistics IT. However, there is still room to grow. India, though developing, has the advantage of building systems from scratch, offering a fresh start and air cargo & logistics potential.





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Easing logistics with digitalisation

Recognising the digital wave sweeping the logistics sector, experts emphasise how digitalisation not only streamlines operations and sharpens compliance, but also elevates customer experience. With fewer errors and smarter insights, professionals are empowered to make faster, data-driven decisions in an increasingly dynamic industry.



CT Bureau

Logistics industry adopting advanced technologies such as Internet of Things (IoT), Block Chain, Data Science and Machine learning, is a game changer.

Digital revolution

Speaking about digitalisation, paperless transactions, best practices, international standards and benefits of platforms such as Unified Logistics Interface Platform (ULIP), Parvinder Singh, Managing Director, Hans Informatics, said, "Digitalisation has revolutionised

monitor shipments and respond quickly to delays or disruptions. Automated documentation and digital platforms eliminate paperwork, reduce errors and speed up customs and compliance procedures."

Additionally, highlighting how digitalisation enhances customer experience, he asserted, "It offers real-time updates and easy access to shipment information. With fewer manual interventions and greater data accuracy, businesses can operate more efficiently, reduce costs and meet growing cus-



Talking about digitalisation in logistics industry, Parvinder Singh, Managing Director, Hans Informatics; Stephane Graber, DG, FIATA; Pritam Banerjee, Head - Centre for WTO Studies, Indian Institute of Foreign Trade; and Dushyant Milani, Chairman, FFFAI, engage in deep conversation



Parvinder Singh
Managing Director
Hans Informatics



Stephane Graber
Director-General
FIATA

“Real-time tracking systems provide visibility across the supply chain.”

the logistics industry by simplifying processes and significantly improving operational efficiency. Through the integration of advanced technologies like cloud computing, IoT, artificial intelligence and automation, logistics operations have become more streamlined and transparent."

He further explained, "Real-time tracking systems provide visibility across the supply chain, allowing companies to

“Digitalisation is crucial for enhancing efficiency, transparency & speed.”

tomers expectations for speed and reliability. In essence, digitalisation is not just a technological upgrade—it is a strategic necessity for building agile, cost-effective, and responsive logistics operations in today's competitive and fast-paced global market."

He also focused on quick e-commerce gaining momentum with technology intervention, he said, "The rapid growth of e-commerce

and the emergence of quick commerce (q-commerce), which promises 10-minute delivery are transforming the logistics landscape, demanding faster, more flexible and customer-centric delivery models. Consumers now expect same-day or even one-hour deliveries, pushing logistics providers to adapt through micro-fulfilment centers, real-time inventory systems, and dynamic route planning. Technology plays a crucial role in meeting these demands by enabling end-to-end visibility, automation and seamless integration between on-line platforms and logistics operations."

Enhancing efficiency

Advocating the maintenance of authenticity of data, Stephane Graber, Director-General, FIATA, stressed on improving end to end transparency and visibility of supply chain. He said, "Digitalisation in air cargo is crucial for enhancing efficiency, transparency and speed across the supply chain. It streamlines documentation, reduces errors and ena-

bles real-time tracking of shipments. One key advancement is the digital FIATA Bill of Lading (eFBL), which allows freight forwarders to issue secure, paperless



Pritam Banerjee
Head, Centre for WTO Studies
Indian Institute of Foreign Trade

“It enhances transparency, reduces manual processes and enables real-time data.”

transport documents. This not only cuts down on administrative costs in the industry but also promotes faster cargo movement and improved compliance with international trade regulations."

A time saver

Sharing how digital revolution is saving time, Pritam Banerjee, Head - Centre for WTO Studies, Indian Institute of Foreign Trade, said, "The Uni-



Dushyant Milani
Chairman
FFFAI

“This not only accelerates cross-border trade but also strengthens compliance.”

fied Logistics Interface Platform (ULIP) plays a critical role in streamlining cargo operations by integrating various logistics stakeholders through a single digital interface. It enhances transparency, reduces manual pro-

cesses and enables real-time data sharing among ports, shipping lines, customs and transport providers. This seamless connectivity not only improves operational efficiency and reduces turnaround times but also supports informed decision-making and fosters a more resilient and cost-effective supply chain."

Encouraging transparency

For Indian cargo and logistics industry, digitalisation can be a huge shift, and that too in the right direction. Explaining further, Dushyant Milani, Chairman, FFFAI said, "Technology integration in customs operations in India is crucial for enhancing efficiency, transparency and trade facilitation. Systems like ICEGATE and initiatives under the National Logistics Policy, including ULIP enable real-time data exchange and coordination among various agencies. This not only accelerates cross-border trade but also strengthens compliance, improves revenue collection, and aligns India with global best practices in customs administration."

Air cargo awaits impact of US tariffs

From 2 May, low-value products sourced from China and Hong Kong into the USA would be subjected to new tariffs. **Niall van de Wouw, Chief Airfreight Officer, Xeneta**, says this year, we could grow weary of seeing the word ‘unprecedented’ in market performance. The macroeconomic picture will depend on how long the uncertainty lasts and what will be at the end of it.

CT Bureau

Air cargo volumes grew by 4 per cent year-on-year in April and with the removal of the threshold below which certain rules or regulations do not apply for shipments from China into the USA are expected to disrupt e-commerce volumes in the coming weeks and uncertainty, the question for cargo market in this year has become ‘how bad will it be?’, according to industry analysts Xeneta.

Around 50 per cent of e-commerce shipments on the China-USA route alone account for around 6 per cent of global volumes. A sharp drop in demand is likely to challenge carriers’ capacity planning, with early signs already pointing to freighter flight cancellations and potential redeployments to other trade lanes.

“One of China’s e-commerce behemoths, Temu, has already responded

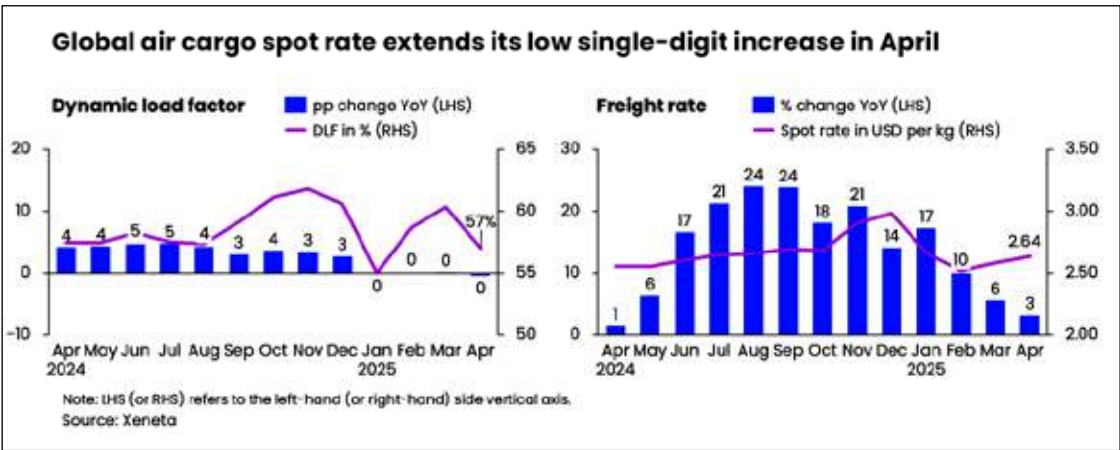
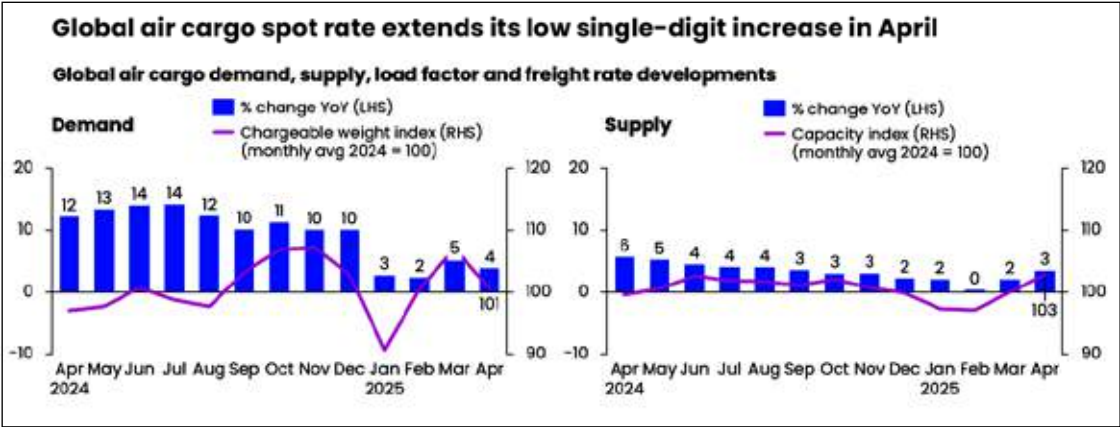


Niall van de Wouw
Chief Airfreight Officer
Xeneta

“This is not about one industry being hit, but major trade lanes being affected.”

by reducing its advertising spend in the USA. But the outlook for global air cargo is dependent on e-commerce income for the past two to three years extends beyond the USA borders,” said Niall van de Wouw, Chief Airfreight Officer, Xeneta.

Over the past 10 years,



US consumers paid no duty on shipments valued at US\$800 or less, causing the volume of cross-border packages into the USA to soar. From May 2, however, low-value products sourced from China and Hong Kong into the USA would be subject to new tariffs with products sourced from postal ser-

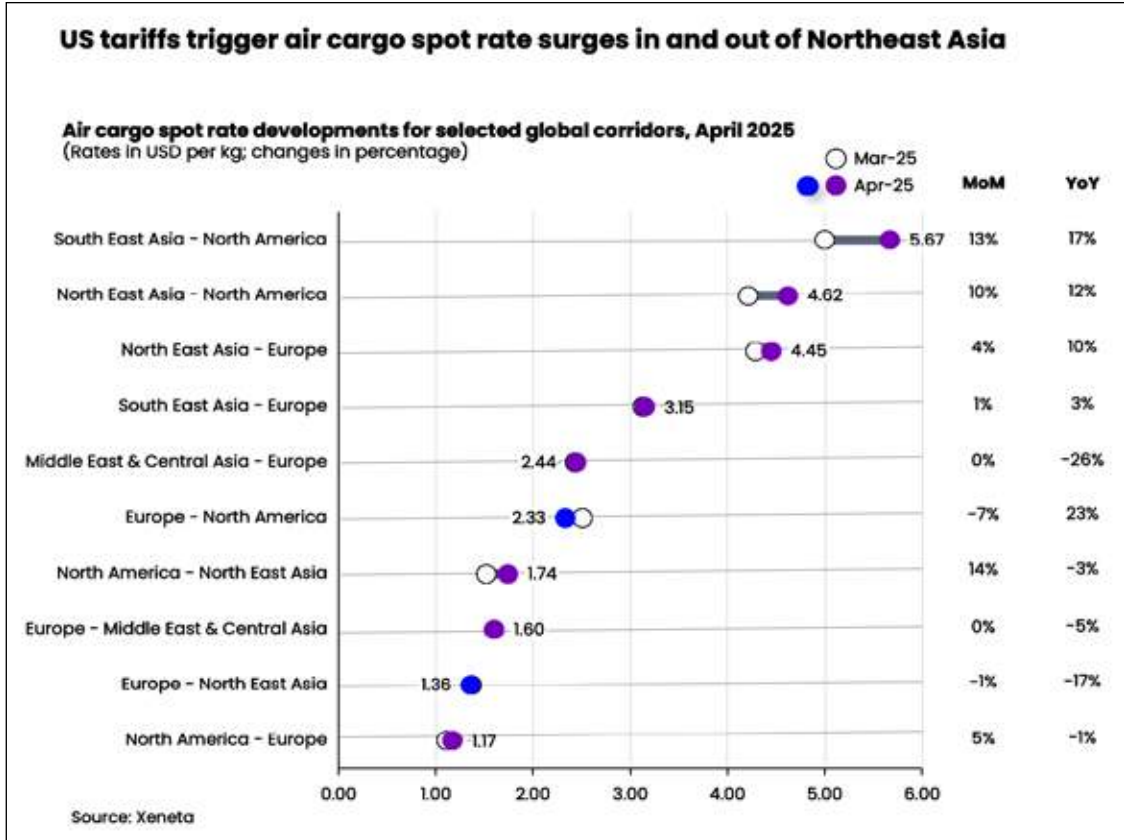


vices paying a hefty duty on the value of the goods or a US\$100 flat fee, which was increased to US\$200 on June 1.

“This is not about one industry being affected. This is about major trade lanes being affected, and we have not seen anything on this scale before,” van de Wouw added. “This may be a year when we grow weary of seeing the word ‘unprecedented’ in market performance statements. The macroeconomic picture will depend on how long the uncertainty lasts and what will be at

the end of it, but the outlook currently looks quite daunting,” he added.

Global air cargo spot rates rose by 3 per cent year-on-year, a second consecutive month of only a single-digit increase. This slowdown aligns with a weaker demand trends. Adding to the downward pressure on rates, jet fuel prices fell by 24 per cent year-on-year in the first three weeks of April. This decline, driven by ongoing economic and geopolitical uncertainties, is likely to play a role in tempering overall spot rate growth.





See more pictures on page 16 ▶

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Brazil-India ties soar amid tariff ripples

Amidst uncertainty caused by imposition of US trade tariffs on various countries, India is pacifying the USA with a trade pact, while diversifying itself with increased trade with BRICS nations. The 15th BRICS Agricultural Summit, hosted by Brazil last month, laid the groundwork for collaboration between the two nations in agricultural trade, technology and innovation.

With the addition of Nigeria this January as a partner country, BRICS comprises 54.6 per cent of the world's population and 42.2 per cent of

nations-imposed sanctions on Russia due to its conflict with Ukraine.

In July 2024, India recorded a trade surplus of US\$197 million with

17 April, laid the groundwork for deeper collaboration between India and Brazil in agricultural trade, technology, and innovation. Shivaraj Singh Chouhan, Union Agricul-

“Groundwork for collaboration between India and Brazil was laid during 15th BRICS meeting.”

India, which currently imports soyabean oil, is now looking to partner with Brazil to set up soybean production and processing infrastructure domestically. He visited Brazilian farms and facilities; the was to replicate the models in the country.

“Brazil's rise as a major agriculture-exporting nation in the past 50 years

is inspiring. Our mutual collaboration will help Indian farmers access world-class technology and increase production,” he said.

Brazil is likely to sign an agreement for ‘Scorpene’ Submarine MRO with India next month. This move will open new avenues for boosting defense exports from India. More defense deals are currently under discussion, such as interest in missile systems, aircraft and ships. Defense deals will unlock major diversification of trade among BRICS nations, especially Brazil.

New Delhi-based Breezonica Logistics and

Warehousing LLP has played itself to materialise this opportunity and secured a part-vessel charter to ferry a cargo shipment from India to Brazil. The vessel is likely to dock at Vitoria Port in ETA before mid-June.



Ajay Kumar Pandey
AGM & Head, Breezonica Logistics and Warehousing LLP

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



the global GDP. As you would have witnessed India, is utilising the discounted Russian crude oil by increasing imports at a time when Western

Brazil, exporting products worth US\$575 million, while imports calculated to US\$378 million. The BRICS Agricultural Summit, hosted by Brazil on

ture & Farmers' Welfare and Rural Development Minister attended the event and pitched for increasing soya production and exports in India.

Paving way for sustainable cargo future

Logistics plays a vital role in global trade and economic development. In India, freight is expected to grow five-fold by 2050, highlighting need for urgent adoption of more sustainable practices. As countries work towards their net-zero commitments, the industry must evolve by integrating low-emission technologies, alternative fuels and efficient supply chain strategies.

Sustainability

Freight transport accounts for 8 to 10 per cent of CO₂ emissions. In India, achieving net zero by 2070 requires a shift towards sustainable logistics solutions. Strategies include transitioning to low-carbon fuels such as SAF, sustainable marine fuel, electric vehicles and investing in renew-

“Adoption of EVs is gaining momentum in last-mile delivery, cutting CO₂ footprint.”



able energy to power logistics operations.

Firms are experimenting with electric and hybrid vehicles, optimising delivery routes, and shifting freight from road to rail to cut emissions. The government has been setting targets to encourage

more sustainable freight practices, including SAF blending mandates.

Eco-friendly packaging, transportation: Sustainability in logistics extends beyond fuel choices to packaging and transportation methods. Many businesses are adopting

biodegradable and recyclable materials to minimise waste.

Adoption of EVs is gaining momentum in last-mile delivery, helping cut CO₂ footprint in urban areas. Some firms have partnered with clean energy firms to establish

EV charging infra. Inter-modal transportation—integrating rail, road, and sea freight—has proven effective in optimising efficiency and reducing environmental impact. Policies continue to drive advancements in sustainable transportation. India, for instance, has launched EV incentives for increasing SAF use, contributing to low-carbon supply chains.

Environmental impact reduction: Tech plays a pivotal role in low-carbon supply chain practices. Firms are using AI, ML and big data analytics to optimise routes, consolidate shipments, and

improve load planning. Warehousing solutions, such as energy-efficient lighting and automated inventory management contribute to reducing emissions and costs.



Anish Kumar Jha
MD, Kuehne+Nagel India Sri Lanka and the Maldives

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

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India closer to become air cargo hub

► Contd. from page 1

ACAAI, welcomed and escorted Piyush Srivastava and Surjit Bhujabal to the venue.

Addressing the audience, Srivastava said, "FIATA and ACAAI together have done a great job by organising this event, which will help the industry stakeholders to collaborate, discuss new ideas and innovate. With this event, FIATA and ACAAI are helping freight forwarders and ground handlers."

He added, "The government initiatives such as PMGS and NLP have been known worldwide. Today, we have 100 cargo facilities across India to facilitate trade and efficient cargo movement. We are focusing on EoDB with the help of Union Ministries of Industry & Commerce and Finance. Last year, we ordered 2,000 aircraft to improve connectivity. We have UDAN scheme in place to boost regional connectivity, pax operations and belly capacities for cargo movement. We have al-



lowed non-scheduled freighter operations in India, which means any international plane can land at Indian airports at any time."

The FIATA President shared, "I would like to extend my sincere gratitude to ACAAI and the Indian cargo agents. ACAAI has played an important role in the development of India's air freight business. The agents' tireless commitment to promot-

ing standards, capacity building and advocacy has contributed to India's growing promise in global area of logistics."

He added, "We will focus on sustainability and green logistics, digitalisation, technology integration, resilience, supply chain, e-commerce and last-mile deliveries. Our responsibility is to empower our members to represent, standardise and innovate, ensuring

that freight forwarders and LSPs who are a part of global trade can operate with efficiency, integrity and resilience in an increasingly complex world that they are living in."

"India is well positioned to take up challenges and take the country on growth trajectory, including in digitalisation, capacity building, coordination and collaborations, in the air cargo industry. Customs is in a strong

position and is providing necessary support that we need in international trade. India has a lot of potential to become global cargo hub with new infrastructure and new facilities coming up and cargo industry wanting to have more space and improved connectivity, in courier as well as standard cargo transfers," Bhujabal explained.

"India has become a potential trade and invest-

Customs is in a strong position and is providing the support we need in global trade

ment destination. With Viksit Bharat 2047 ambition, trade is growing, and we would like to work more closely with India" Thuong added.

"India's air cargo trade is witnessing growth, driven by rapid digitalisation, sustainability and collaboration across the supply chain. By embracing technology, streamlining operations and implementing green logistics practices, the country has enhanced efficiency and resilience in its cargo ecosystem. These efforts have positioned India as a benchmark in the Asia-Pacific region, setting new standards for innovation and integrated growth in the air freight sector," the ACAAI President commented. 🇮🇳



Sabari Ramnath
Director
Unisys Cargo Solutions

“One must change his/her mindset about adopting tech. The Indian cargo sector is no longer about freight forwarding—it is now an email chain industry or email forwarding industry. We must utilise tech without worrying about its cost. MSMEs too should invest in technology.”



P Balasubramanian
Founder and CEO
ACCIS

“Govt and industry must work together to bring down logistics costs. Some aspects of the regulations still need to be revamped to ensure they don't stifle cargo growth. Skilling and training workforce is the need of the hour. Advocacy is essential as everyone must know about logistics sector.”



Dinesh Krishnan
Southern Chairman
ACAAI

“Cargo ops at Chennai airport are smooth due to underutilisation of capacity. This is a result of falling tonnage over the years, as a share of TN's air cargo has shifted to terminals. An unresolved issue is the imbalance in warehouse space allocation between CTOs AIASL and AAICLAS.”



Ashwin Vijaykumar
Lead, Supply Chain Architect
Paramount Shipping Services

“AI is transforming global supply chains, enabling real-time shipment tracking sans paperwork. Korea, Middle East and Europe, are benefiting from this. India, too, is adapting—customs processes are evolving to accept AI, where export data can integrate into Indian import systems.”



Sandeep Harit
Managing Director
MoveX Services

“Air freight remains the fastest mode of transport, especially for urgent shipments tied to production needs. With global supply chain volatility, demand for speed is rising. FIATA meet in India highlights its role in logistics with all nations seeing it as a market with potential.”



Tulasi D Prasad
Director, Pharma
Transys Global Forwarding

“India must adopt best practices in distribution, transportation and storage to boost cargo throughput. Reducing trade imbalances, encourages export-oriented industries and supports export-driven startups. These efforts will increase air cargo volumes and ensure timely deliveries.”



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FIATA-RAP FIELD MEETING 2025 AGENDA

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 FFAI
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.

14.00 - 15.30
BUSINESS SESSION VI

Mr. Avishkar Srivastava, Director, The PDP Group and Asia Winner of Young Logistician Award at FIATA
Mr. Ashwin Vijayakumar, Paramount Shipping Services Pvt Ltd

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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