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Cargo needs more than a bigger runway

Let us be honest: Moving more cargo is only part of the job. The test is moving it safely, predictably, and at a cost businesses can sustain. A shipment can be held up by a missing document, a disconnected system, a congested terminal, or a decision taken too late. For customers, these are not separate problems. They are one broken promise.

This issue of **CARGOTALK** looks beyond capacity. Our cover story explores how artificial intelligence and predictive analytics can help companies anticipate disruption rather than report it after the event. But technology is no magic fix. It must solve problems, work with existing systems, and help people make better decisions. More software is not progress if the process underneath remains inefficient.

The same thinking must guide infrastructure and policy. Integrated transport planning, stronger air cargo connectivity, and new partnerships can open opportunities, but benefits will come only when road, rail, air, and sea work in tandem. Businesses must also address rising costs and sustainability pressures with measurable action, not just good intentions.

This month, we celebrate the success of the India Cargo Awards (ICA) 2026 held on 14 October in New Delhi. The evening recognised the talent and commitment powering air cargo and logistics. The ICA is not simply about the awards. The event acknowledges the journey behind achievement, and the people whose work keeps supply chains moving.

The question now is what we do with that momentum. Can we share data more effectively, collaborate across modes, invest where it counts, and measure progress through fewer delays, safer handling, better cost control, and stronger customer confidence?

India's air cargo ambitions are significant. Delivering on them will take more than bigger facilities or faster technology. It will take an industry willing to work together, challenge old habits, and turn ideas into results.



PMGS: Rewiring India's infrastructure planning

From a common geospatial platform to coordinated multimodal networks, PMGS is reshaping how the country plans infrastructure, connects economic hubs, and addresses logistics bottlenecks. The challenge now is to convert coordination and data into improvements in connectivity and logistics efficiency.

CT Bureau

Five years after its launch, the PM GatiShakti (PMGS) has become a framework for integrating infrastructure planning across India. Launched on 13 October 2021, the initiative brings together geospatial data from ministries, states, and UTs on a common Geographic Information System (GIS)-based platform, helping planners assess connectivity, infrastructure gaps, and project requirements before implementation.

The approach seeks to improve coordination across roads, railways, ports, waterways, airports, and logistics networks, reducing duplication and enabling more efficient use of resources.

Multiple networks

PMGS is built around seven infrastructure engines: Roads, railways, ports, waterways, airports, mass transport, and logistics infrastructure. Its approach covers 58 central ministries and departments and all 36 States and UTs.

The platform combines maps, geographic features, economic zones, and other relevant datasets to support integrated planning. As of 12 October 2026, it contained 23,493 data layers. Its

> **The approach seeks to improve coordination across roads, railways, ports, waterways, airports, and logistics networks, and reduce duplication**

public platform provides access to 230 approved datasets for activities like site suitability analysis, connectivity mapping, alignment planning, and compliance checks.

By viewing multiple networks together, planners can identify missing links, assess project alignments, evaluate potential environmental and logistical constraints at an early stage.

Coordination

PMGS operates through a three-tier institutional structure. The Empowered Group of Secretaries oversees implementation, the Network Planning Group (NPG) evaluates infrastructure proposals for integrated planning, and the Technical Support Unit provides specialist support.

As of 11 August 2026, the NPG had evaluated 396 infrastructure projects worth ₹18.7 lakh crore. Of these,







256 had been sanctioned, with 198 under implementation.

The framework is being complemented by the proposed Integrated Transport & Logistics Authority (ITLA), recently approved by the Union Cabinet. ITLA will focus on long-term transport planning, prepare a National Transport Master Plan with a horizon of 10 years, appraise projects costing ₹500 crore, and monitor implementation. It will also develop a National Transport Data Repository integrating information from sources including FASTag, Vahan, and GSTN e-way bills.

Digital tools

Beyond mapping infrastructure, the PMGS ecosystem is fortifying data exchange, project monitoring, and logistics visibility. The Unified Logistics Interface Platform (ULIP) integrates government logistics systems through application programming interfaces (APIs), while the Logistics Data Bank enables tracking of export-import container movements. As of July 2026, ULIP linked 46 government systems across 12 central ministries through 142 APIs.

In October 2025, the platform was open to private sector users through a query-based analytics mechanism developed by the Bhaskaracharya National Institute for Space Applications and Geo-informatics. Regulated access to selected non-sensitive datasets enables businesses to assess locations, linkage, and infrastructure suitability for investment and project development.

> **ITLA will focus on long-term transport planning, prepare a National Transport Master Plan with a horizon of 10 years, and monitor implementation**

The platform's dashboard and Data Uploading and Management System also supports project-progress tracking and provides regular updates of infrastructure information.

Infrastructure

Pune–Bengaluru Expressway: The 699-km corridor is designed to link industrial and economic clusters across Maharashtra and Karnataka. As per the project details provided, PMGS-supported alignment planning reduced overlap with forest land by 19 per cent. The expressway is likely to cut travel time by seven to eight hours; it is scheduled to be completed in 2027–28.

Jogighopa MMLP: Located in Assam, the project is designed to integrate road, rail and inland waterway transport and strengthen cargo flow across the northeast. The connectivity plan includes a bridge between Dhubri and Phulbari across the Brahmaputra River, reducing the distance from 205 km to 20 km.

Ladakh–Haryana Green Energy Corridor: Recommended by the NPG, the project includes a 480 km high-voltage direct current transmission line linking Pang in Ladakh with Kaithal in Haryana. The planned system will support the evacuation and grid integration of 13 GW of renewable energy through a 5 GW transmission system, with completion targeted in FY2029–30.

These projects illustrate how integrated planning can bring transport, industrial development, and energy infrastructure into a coordinated framework.

Building skills

Gati Shakti Vishwavidyalaya supports the initiative through specialised education, executive training, and research in transport and logistics. As of July 2026, the university had trained 2.4 lakh officers through PMGS-related courses.

Its focus on applied research and sector-specific skills aim to strengthen the expertise required for integrated infrastructure planning and logistics development. PMGS's challenge is to translate better coordination and richer data into improvements in project delivery, connectivity, and logistics efficiency. Its expanding digital ecosystem, institutional coordination and project-level applications provide a foundation for more informed infrastructure decisions.



GLOBAL AIR CARGO
More than just capacity

As digitalisation, artificial intelligence, rising costs, pressure on margins, and shifting trade corridors reshape the international logistics sector, industry leaders outline how technology, operational discipline, infrastructure, and customer-centric operations will define the next phase of air cargo growth.

Ritika Arora Bhola

The air cargo industry is entering a period of significant transformation. Competitive advantage rests on physical assets, network reach, freight capacity, and efficient cross-border movement. Though these remain important, they are no longer enough. Supply chain complexity, pressure on margins, and rising customer expectations are forcing logistics companies to rethink resource management, disruption planning, and value delivery.

Artificial intelligence (AI), predictive analytics, automation, and integrated digital platforms are moving the industry beyond conventional tracking and documentation towards proactive supply chain management. Geopolitical uncertainty, changing trade policies, and emerging manufacturing hubs are reshaping cargo flows. For India, the challenge is combining technology with operational expertise, infrastructure, partnerships, and specialised services. Competitiveness will depend on interpreting information, responding quickly, and maintaining reliability. Capabilities must work together across the lifecycle.

Intelligent supply chains

Samir J Shah, President ACAAI, and Director, JBS Jeena Logistics, said cognitive supply chains are replacing traditional asset management as the defining trend for the next five years. The advantage will depend on how effectively companies interpret information, not simply on infrastructure.

"Survival will not depend on who owns the most trucks, warehouses, or planes, but on who controls and interprets the data flowing between them," he added.

AI and predictive analytics could turn air cargo from reactive tracking into a system that anticipates disruptions. This requires predictive visibility tools, interoperable platforms and employees able to work with data, integrated across customs, ports and international networks.

Amit Maheshwari, Founder and CEO, Softlink Global, talked about a parallel shift from software that records cargo movements to systems that actively manage operational tasks. "Instead of simply showing a delay, technology should spot risks early, check documents, follow up on pending actions and help prevent mistakes."

Maheshwari pointed to AI applications that understand shipment processes. Tools must identify exceptions, reduce repetitive work, and prevent errors across operations, customs, customer service, and finance.

Predictive intelligence

Prediman Koul, CEO, Jeena and Company, also identified predictive analysis as a major force shaping cargo operations. Geopolitical developments, natural calamities and technological changes can disrupt established routes and schedules, making early risk identification increasingly valuable.

"The cargo still travels by air, sea, and road, but the decisions around it will



be made far earlier and with far better information," he added.

Digital platforms improve booking-to-delivery visibility, while training helps teams interpret information and respond. Koul emphasised that experienced logistics professionals remain essential when disruptions require judgement, coordination, and practical solutions.

CK Govil, CMD, Activair Airfreight, focused on combining technology with experience. Having specialised in international book logistics for more than three decades, he noted that shipments have different requirements and that documentation accuracy, coordination, and customer service remain critical.

"I believe technology must complement experience rather than replace it," he added. Govil said digital processes, international partnerships, and tailored solutions are as important to efficiency. Technology should reflect cargo and customer needs; one system may not suit every shipment type. Predictive tools fortify decisions only when information is accurate and experienced employees can act in time.

Operational efficiency

Rising costs remain a concern for cargo businesses. Fuel, handling, insurance, and compliance pressure margins as end users demand competitive prices, faster service and transparency.

Shah advocated 'coopetition' — sharing capacity, warehouse space, and asset networks — to reduce empty miles and underutilised infrastructure. Open digital ecosystems also matter. Standardised systems and application programming interfaces improve information exchange among transporters, forwarders, customs authorities, and international airlines.

Shah's 'High-tech, High-touch' approach automates routine documentation and tracking so experienced employees can focus on complex end-user requirements and supply chain disruptions. Maheshwari approaches the challenge through internal cost control. While firms cannot determine fuel prices, trade policies or freight rates, they can address missed billing, duplicated work, compliance errors and poor operational decisions.

"I would focus investment on fixing these problems rather than adding more software for the sake of it," Maheshwari added.

Digital investments should be judged by measurable outcomes: Visibility, fewer errors, faster documentation, and financial control. For logistics companies operating on tight margins, eliminating internal waste can be as important as negotiating external costs.





"AI and predictive analytics could turn air cargo from reactive tracking into a system that anticipates disruptions. This requires predictive visibility tools."

Sustainable pricing

For specialised logistics providers, competing purely on pricing can threaten quality of service and commercial sustainability.

Technology must deliver practical benefits: Experienced teams, responsive management, and reliable international partners remain essential, he added.

Govil saw agility and personalised services as advantages for smaller operators. Their ability to decide quickly and tailor solutions to individual requirements could help them compete without matching larger organisations' scale.

Growth requires discipline: More shipments do not help if the business is unviable. Identifying a clear specialisation, investing selectively, and maintaining realistic pricing are essential for long-term resilience.

Real-time tracking, faster documentation and seamless communication can improve service without compromising quality, said Koul. Well-designed processes can reduce waste and improve service when technology investments match operational requirements.



"Instead of simply showing a delay, technology should spot risks early, check documents, follow up on pending actions, and help prevent mistakes."

Trade connectivity

Infrastructure and changing international trade patterns will also shape the air cargo and freight industry's next phase. As manufacturing locations and trade



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"Experienced logistics professionals remain essential when disruptions require judgement, coordination, and practical solutions."

routes evolve, logistics providers must reconsider market connections and capacity allocation.

Vipin Vohra, Chairman, Continental Carriers, identified digitalisation, integrated supply chains, specialised logistics and sustainable infrastructure as interconnected forces influencing the sector. He stressed visibility, efficiency, and resilient end-to-end solutions. Infrastructure development remains relevant, particularly where it improves cargo handling and connectivity.

Continental Carriers' initiative, India's first greenfield Air Freight Station (AFS), reflected discussion around decentralised air cargo handling facilities and operational efficiency. Its value depended on integration with transport networks, digital processes, and end user needs.

Jalpa H Vithalani, Group MD, Global Aviation Services, witnessed changing geography as a central driver of transformation. "The defining shift will be from capacity-driven logistics to intelligence-led, interconnected trade ecosystems."

Geopolitical realignments, emerging manufacturing hubs, and evolving trade corridors are influencing cargo movements. The opportunity is to identify viable market linkage and respond to changing demand.





"Technology must deliver practical benefits: Experienced teams, responsive management, and reliable international partners remain essential."

Vithalani pointed out that airline partnerships, market knowledge, and domestic connectivity are as important to identifying emerging opportunities. Future competitiveness, she believed, will depend on agility, resilience and commercial intelligence rather than network size alone.

Indian logistics companies need informed network planning, realistic demand assessments and an understanding of changing trade patterns.

End user expectations

End users increasingly expect more than physical shipment movement. They want timely updates, accurate documentation, transparency, flexible solutions and confidence that delivery commitments will be met.

Advanced technology improves access to information and predictability, but service also requires employees who resolve exceptions and communicate during disruptions.

Vohra spoke on balancing cost discipline with innovation and end user focus. Process optimisation, capacity utilisation, collaboration, and data-driven decisions can help manage expenses, while investment in people and infrastructure supports reliable service.







Future resilience

Despite different business models, leaders agree air cargo businesses must become more proactive, integrated, and efficient as supply chains grow complex.

Shah's focus on cognitive supply chains, Maheshwari's emphasis on technology that actively manages work, Koul's approach to predictive analysis, and Govil's insistence on combining digitalisation with experience reflect aspects of the same transition. Vohra highlighted infrastructure's role, while Vithalani drew attention to changing trade corridors and commercial intelligence.

The next five years will test how effectively logistics companies translate technological potential into practical results, Vithalani added.

AI may improve planning, automation may reduce repetitive tasks, and integrated platforms may strengthen coordination. Benefits depend on implementation, workforce capabilities, partnerships, and sound commercial decisions.

Rising costs will require companies to distinguish essential investment from unnecessary expenditure. Not every process needs more technology, just as not every opportunity warrants additional capacity. Understanding end user requirements, pricing services sustainably, and responding quickly to change will remain central to performance. Ultimately, the future of air cargo will be shaped by physical capability, digital intelligence, and human judgement together. The cargo industry will continue to depend on aircraft, ships, roads and warehouses, but decisions governing their use will increasingly rely on connected information and predictive insights.

In a business where disruptions quickly affect costs and customer commitments, anticipating change and responding in time is becoming a critical source of resilience.

> **"Geopolitical realignments, emerging manufacturing hubs, and evolving trade corridors are influencing air cargo movements."**

Vithalani similarly emphasised converting data into commercial intelligence. Digital integration, disciplined yield management, and end user-focused solutions can help logistics service providers allocate resources more effectively and respond to changing requirements.

Better information improves capacity assessment and planning, but cannot replace trust, experience or accountability. End users judge providers by their ability to communicate clearly, resolve problems and deliver on commitments.

> **"Digital integration, disciplined yield management, and end user-focused solutions can help logistics service providers allocate resources effectively."**

Closing visibility gaps in air cargo logistics

The industry handled 3.72 MMT of cargo in FY2024–25, up from 2.53 MMT in FY2014–15, as per MoCA. This represents growth of 47% over a decade. With cargo operations spanning 74 airports across India, reliable shipment information is important, but digital records alone cannot guarantee end-to-end visibility.

Pallak Kashyap

Air cargo movements depend on several organisations working across stages. Cargo is accepted, screened, processed, loaded, transferred, cleared, and delivered. Each stage may generate a record, but a record does not necessarily provide every stakeholder with a picture of the shipment's status or its next movement.

Growing volumes

Balagopal Balachandran, National Airfreight Head, FEI Cargo, said visibility gaps often emerge between recorded milestones. A shipment may be held, offloaded, miss a connecting flight, or await customs or terminal release without all affected parties receiving updates.

The practical consequence is that a tracking record may show the last known event without explaining what happens next. A freight forwarder may need to revise a delivery commitment, arrange an alternative connection or inform a customer. Without timely information, industry stakeholders can lose valuable time seeking confirmation from different parties.

Visibility is not simply about collecting more tracking data. It is about ensuring that information is accurate, shared promptly, and useful to the people making operational decisions. As volumes grow, the ability to identify and communicate exceptions becomes as important as recording routine milestones.

Digital systems

India has introduced digital systems for streamlining customs documentation and processing. The Indian Customs Electronic Data Interchange System (ICES) enables customs clearance information to be exchanged electronically. The ICES website stated the system is operational at 252 major customs locations and handles 98 per cent of India's global trade in terms of import and export consignments. These figures describe the reach of the customs system, not the proportion of shipments with end-to-end physical tracking.



Balagopal Balachandran
National Airfreight Head
FEI Cargo

> **"Visibility is not about tracking cargo; it is about having the information and lead time to make decisions and manage end-user expectations."**

The Indian Customs Electronic Data Interchange Gateway was established in 2007 as a central interface for electronic interactions between Indian Customs and the trading community. Its services include electronic filing, online amendments, duty payments, and query resolution. The government's e-SANCHIT facility supports electronic storage and submission of supporting documents for customs processing.

Airport-level initiatives provide another part of the picture. At Mumbai's Chhatrapati Shivaji Maharaj International Airport, the airport operator has documented the AMAX Cargo Community System for electronic data interchange services at the air cargo complex. It stated that SCOPE supports the case for digital information exchange at airport level, although the extent of operational visibility depends on participating organisations.



The Ministry of Civil Aviation (MoCA) identified development of a National Air Cargo Community System among the responsibilities of its air cargo division. A community system is intended to support digital communication between participants, addressing the need to exchange information across an ecosystem rather than within isolated systems. These initiatives illustrate the distinction between digitising individual processes and linking the cargo journey. Customs documentation may be available electronically, for example, while information about a missed connection or a terminal handover still requires coordination between operational teams.

Shared responsibility

Handover points remain important because cargo moves between organisations with different systems, processes, and responsibilities. Airlines, cargo terminal operators (CTOs), ground handlers, customs brokers, and transport providers must exchange information for the next stage to proceed with an understanding of the consignment's status.



> "Access to shared shipment data allows stakeholders to explore flight options, adjust priorities, and keep the consignee informed well in advance."

Vikram Mansukhani, Chief Operations Officer, Blue Dart, identified transitions between these parties as sources of visibility gaps. Differences in tracking systems, scanning timelines, and documentation can delay updates even when physical movement of cargo is continuing.

He said Blue Dart uses an integrated air and ground network and a control tower to monitor consignments across the first mile, network, and last mile. According to him, timely information about offloads or schedule changes helps the company consider alternative flight arrangements, prioritise terminal activity, and update consignees.

The issue is how quickly one organisation's information reaches the next party that needs it. A milestone recorded in one system has limited operational value if the receiving stakeholder cannot see it or does not know whether further action is required. Clear ownership can help close this gap. Organisations need to establish who is responsible for recording an event, communicating a disruption, and confirming the next step. Definitions for milestones such as 'arrived', 'cleared', and 'ready for delivery' can reduce ambiguity.

Managing disruptions

Digital systems cannot eliminate operational disruptions. Weather, terminal congestion, schedule changes, and



customs, or system-related issues can affect planned movements. When cargo misses a connection, the consequences may extend to subsequent legs and delivery commitments. Timely information helps stakeholders understand the situation and assess available alternatives.

Mitchell Coates, Chief Operating Officer, India, EFL Global, said contingency planning depends on coordination, IT integration, and direct communication. He pointed out how a customs clearance delay can affect a planned flight connection, requiring the customs broker, terminal, and airline or handling teams to coordinate where possible.

If cargo is awaiting clearance, early communication can help establish what remains outstanding and whether the planned connection is still achievable. Depending on applicable procedures and available capacity, the relevant teams may assess an alternative movement. The response will vary according to the shipment and the nature of the disruption.

Stressing proactive exception reporting, Balachandran said that, rather than waiting for end users to enquire about a shipment that has stopped moving, the responsible party should communicate the disruption, explain its likely impact, identify the next action,



> **"The earlier the information is shared and acted upon, the greater the opportunity to recover lost time, maintain schedules and prevent disruptions."**

and establish who will follow up. This approach helps manage end user expectations. A revised delivery estimate based on the latest available information is more useful than a commitment based on an outdated schedule. When the outcome remains uncertain, communicating what is known and when another update is expected can help maintain trust.

Service recovery, consequently, depends on both information and accountability. Recording a delay is only the first step; stakeholders must also use that information to coordinate a response. Clear communication cannot guarantee that a missed connection will be recovered, but it can help prevent uncertainty from spreading unnecessarily across the supply chain.

Next steps

The country's digital customs infrastructure and airport-level cargo initiatives provide a foundation for improved information exchange. The next challenge is to ensure that operational updates move between organisations responsible for the shipment.

Three priorities stand out. First, stakeholders should agree on clear shipment milestones, and record updates promptly. Second, disruptions such as offloads, missed connections, and customs holds should trigger notifications to the parties concerned. Third, each exception should have an identified owner for coordinating and communicating progress.

The industry must distinguish between electronic documentation and confirmation of cargo status. A customs document being available online does not mean cargo has been released, shifted, or readied for onward movement. Systems and communications must reflect the actual operational position, including when the confirmation is pending.



ACCD Diwali Night 2026 celebrations for industry

The Air Cargo Club Delhi (ACCD) hosted its Diwali Night 2026 on 24 October at Four Points by Sheraton, New Delhi. About 150 industry professionals gathered for an evening of festive cheer, networking, and camaraderie. The celebration strengthened the bonds across the air cargo and logistics fraternity.













Air cargo remains stable amid seasonal demand



Golden Week holidays in China and renewed disruptions shaped international air cargo volumes, cargo capacity, and pricing in early October. Demand dipped because of China's Golden Week and national holidays in South Korea and Taiwan. Asia-Pacific spot rates declined 3 per cent week-on-week to US$ 4.83 per kg.

CT Bureau

Global air cargo rates remained steady during the first two weeks of October 2026, even as worldwide tonnages declined for the third consecutive week, according to the latest figures from WorldACD Market Data.

The slowdown in demand was largely attributed to China's Golden Week holiday due to national holidays in Taiwan and South Korea, respectivey.

> **Average global spot rates held firm at US$ 3.55 per kg, while full-market rates, including spot and contract rates, remained stable at US$ 3.13 per kg**

In week 41 (5–11 October), global air cargo tonnages fell 1 per cent week on week but remained 9 per cent higher year-on-year, extending the growth trend recorded in September. Average global spot rates held firm at US$ 3.55 per kg, while full-market rates, including spot and contract rates, remained stable at US$ 3.13 per kg.

Market pressure

Spot rates from Asia-Pacific declined 3 per cent week on week to US$ 4.83



per kg, alongside a 1 per cent drop in tonnages.

South Asia and the Middle East rates slipped 2 per cent, while Africa recorded a 10 per cent increase in spot rates, offsetting declines across other regions.

Worldwide tonnages in Central and South America decreased by 4–3 per cent. Despite these short-term declines, global tonnage remained 9 per cent above the previous year's level. Full-market rates rose 29 per cent year-on-year, with spot rates increasing 34 per cent, reflecting continued capacity constraints and elevated fuel costs.

With jet fuel prices higher year-on-year and uncertainty continuing to affect capacity, the international air cargo market remained resilient

Capacity constraints

International air cargo capacity contracted 1 per cent week on week for the second consecutive week. Asia-Pacific region (APAC), the Middle East, and South Asia each recorded a 3 per cent decline, influenced by regional holidays and renewed disruptions in the Middle East. Cargo capacity from the Middle East markets declined 4 per cent in week 41, remaining 20 per cent below late-February levels.

Although APAC region capacity was expected to recover following the holiday period, renewed tensions between the Kingdom of Saudi Arabia and Yemen along with Houthis threatening disruptions to air cargo services played spoilsport.

With jet fuel prices higher year-on-year and uncertainty continuing to affect capacity, the international air cargo market remained resilient in early October, supported by annual tonnage growth despite seasonal demand fluctuations.



Building job-ready talent for EXIM sector

As air cargo and forwarding operations become digitised, logistics employers need experts who can combine technical knowledge with practical skills. Keeping training aligned with changing regulations, digital systems, and operational demands is a challenge, says **Alpana Chaturvedi**, CEO, MyLogistics Gurukul.

Pallak Kashyap

Which skills are vital for those entering air cargo, forwarding, and EXIM?

Freshers need a combination of technical knowledge, hands-on training, system proficiency, and workplace readiness. For entry-level professionals, the most crucial skills are understanding shipment documentation, knowing end-to-end movement of cargo, and coordinating with different stakeholders.

Training should focus on areas such as documentation accuracy, including air waybills, commercial invoices, packing lists, EXIM documents, customs, and regulatory compliance. These should cover HS codes, customs procedures, applicable duties and incentives, chargeable weight calculations, handling, airline procedures, shipment planning, and global trade and commercial skills, such as Incoterms, freight rate quotations, surcharges, payment terms, and cargo insurance.

How does MLG prepare students for responsibilities such as cargo documentation, customs clearance, and shipment coordination?

At MyLogistics Gurukul (MLG), we break down logistics processes into steps that students can understand and relate to actual operations. Our flagship course — MLG001 Logistics and Freight Forwarding Basics — covers fundamental logistics, air and ocean freight, EXIM processes, Incoterms and documentation.



Alpana Chaturvedi
CEO
MyLogistics Gurukul

> **"Freshers must learn the process before they can use tech effectively. We see digital skills as an extension of logistics knowledge rather than a replacement."**

We use examples such as case studies, documentation exercises, quizzes, and shipment-based scenarios in the form of role plays that help students understand how the concepts work. They can learn how air shipment moves from booking to documentation, handling, delivery, and identify the parties responsible at each stage.

We facilitate exposure through operational visits and interactions with professionals. These experiences help the students understand warehouse operations, handling, and the working environment. Our focus is to give them an operational foundation before they enter the workplace. Customs clearance and live shipment handling require employer-specific training, system access, and authorisation, so we prepare them to understand the workflow and support these responsibilities under supervision. Our classroom is situated inside an operational warehouse, so understanding many processes becomes easier for students.

What are the challenges in making logistics training programmes relevant to the industry's changing needs?

The pace of regulatory and procedural changes is so fast that training modules



find it challenging to keep pace with these changes. Customs notifications, Directorate General of Foreign Trade policy changes, export incentives, and portal workflows change frequently.

Digitisation and automation like customs filing, tracking, and documentation are being handled through integrated portals. There is a need for trainers, who stay updated and are experienced. MLG breaks these complex topics into smaller modules and incorporates these activities to encourage the students. Industry interactions and visits help link classroom teaching with real-time working environments. The priority is obtaining feedback from employers so we can identify skill gaps and update our content.

How can collaboration between logistics training institutes and employers bridge the gap between classroom learning and workplace needs?

Collaboration works best when employers help shape the training since the gap classrooms teach what is documented, while employers need what is practised. The syllabus and content can be co-designed by freight forwarders, airlines, CTOs, and customs brokers.

> There is a need for trainers, who stay updated and have requisite experience. MLG breaks these complex topics into smaller modules

This is vital since schemes, portals, and notifications change often. Industry and employers can share case studies and frequent errors, such as an incorrect Incoterm and wrong HS code.

We can strengthen this connection through guest lectures, warehouse, ICD visits, industry case studies, mock interviews, internships, and practical assessments designed along with employers. Companies can share the competencies they expect from freshers, allowing them to align with our training. At MLG, we see partnership as a vital part of preparing students for employment and work closely with the industry for content creation and training delivery.

How are you adapting training programmes to prepare students for the industry's future skill needs?

At MLG, our approach is to build logistics fundamentals while introducing students to the digital skills they are likely to need in the workplace. We incorporate spreadsheet-based exercises, digital documentation examples, online learning resources, practical scenarios involving shipment information, and operational coordination.

We familiarise trainees with the need for accurate data entry, tracking updates, documentation checks, and digital communication. Freshers first need to understand the process before they can use technology effectively. We see digital skills as an extension of logistics knowledge rather than a replacement.



India Cargo Awards 2026 honour industry stalwarts

The 11th India Cargo Awards 2026, organised by the DDP Group, brought together industry stalwarts, policymakers, logistics experts, and organisations to celebrate excellence shaping the future of the Indian air cargo and logistics industry.






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GMR's Canada tie-up to expand aircraft modification

GMR Aero Technic partners with Canada-based Corporation Logic Air Inc. to expand aircraft modification, engineering, and certification solutions for airlines and cargo operators across India and global markets. The collaboration will focus on upgrades, obsolescence management, and maintenance-linked modification programmes.

CT Bureau

GMR Aero Technic has signed an agreement with Corporation Logic Air Inc., a Canada-based aircraft modification, certification, and maintenance organisation, to collaborate on aircraft modification, engineering, certification, and obsolescence solutions for end users in India and global markets.

The collaboration will focus on delivering turnkey aircraft modification solutions that can be seamlessly incorporated during planned maintenance events, aircraft redelivery programmes, and transition checks. The partnership will explore the validation, adaptation, and embodiment of eligible Logic Air Supplemental Type Certificates and modification data for Indian and global operators, with an emphasis on opportunities across the Middle East and Asia-Pacific.

In addition, both companies will jointly pursue opportunities with airlines, lessors, and cargo operators while strengthening local capabilities in installation, training, sustainment, and thorough life support in the country, with project-specific commercial arrangements to be developed for individual engagements.

"This agreement brings together complementary strengths that can create value for the end users and wider aviation ecosystem. By combining Logic Air's aircraft modification, engineering, and certification expertise with GMR Aero Technic's MRO infrastructure and execution capabilities, we aim to offer integrated solutions that can be delivered efficiently alongside maintenance and transition programmes. The collaboration also strengthens our ability to support end users across India and global markets, particularly in the Middle East and Asia-Pacific," said Ashok Gopinath, President & Accountable Manager, GMR Aero Technic.



(L-R) Prashanth Rajanna, Executive Director of Strategy and Global Business Development, Logic Air inc and Dinesh Hiralal Bohra, CEO, GMR Aero Technic

> **Both firms will pursue opportunities with airlines, lessors, and cargo operators while strengthening local capabilities in installation, training, and sustainment**

"Our partnership with GMR Aero Technic marks a vital milestone in Corporation Logic Air Inc.'s global expansion strategy and our commitment to bringing Canadian aerospace innovation to global markets. By combining the Canadian firm's portfolio of Supplemental Type Certificates, avionics modernisation, aircraft modification, and certification expertise with GMR Aero Technic's established MRO capabilities and global end user reach, our objective is to deliver cost-effective, turnkey solutions that extend aircraft operational life, address obsolescence challenges, and enhance fleet performance. This collaboration also creates a platform for Canadian aerospace engineering and innovation to support the rapidly growing aviation markets in India, the Middle East and Asia-Pacific region," said Prashanth Rajanna, Executive Director of Strategy & Global Business Development, Logic Air Inc.

The initial areas of collaboration include Boeing 737NG navigation and operational upgrades, ATR and Dash 8 engine indication modernisation, cabin electrical and structural modifications, additional Dash 8 Q400 modifications, freighter conversion, and aircraft transition support, component obsolescence, and on-wing support, as well as training and international market development.

Reducing the industry's carbon footprint

Sustainability in the cargo industry goes beyond cutting emissions. By optimising cargo capacity, reducing waste, and embracing digitalisation, the industry can lower its environmental footprint, improve efficiency, and build a more competitive supply chain. The call to action is clear: Move beyond individual commitments.

Sustainability in air cargo and logistics is no longer limited to reducing emissions or meeting environmental commitments. It is about using capacity, resources, technology, and people more efficiently while delivering value to businesses.

While sustainable aviation fuel and cleaner ground operations are important, the industry can make meaningful progress by addressing everyday operational inefficiencies. Poor consolidation, underutilised aircraft capacity, unnecessary road movements, excessive packaging, shipment damage, and missed connections consume resources without adding value. Better planning, optimised routing, and coordination can reduce waste while strengthening profitability.

Embedding sustainability into infra, digitalisation, and daily operations presents an opportunity to fortify competitiveness, improve resilience

India's SAF blending targets are — 1 per cent from 2027, 2 per cent from 2028, and 5 per cent from 2030. These highlight the need for collaboration among fuel producers, airlines, and end users. Scaling up SAF will require investment, supply availability, and commercially viable adoption models.

Technology offers another opportunity. Digital shipment visibility, predictive planning, and reliable emissions data can help logistics providers make informed decisions. Including carbon estimates alongside freight quotations could



enable customers to assess environmental impact alongside cost and transit time. However, this requires transparent reporting based on recognised methodologies and clear assumptions.

Practical action is important in India. Airports and cargo terminals can expand renewable energy use, energy-efficient infrastructure, and electric ground support equipment wherever feasible. Forwarders and transporters can improve truck utilisation, reduce empty return trips, and optimise first- and last-mile movements.

Shippers can minimise packaging waste, improve shipment planning, and prevent avoidable cargo damage. However, sustainability cannot remain the responsibility of airlines alone. Airlines, freight forwarders, airports, ground handlers, transporters, and shippers must work together to improve the shipment journey. The social and governance dimensions of ESG deserve equal attention, including employee safety, ethical business practices, responsible subcontracting, and regulatory compliance.

For the air cargo sector, embedding sustainability into infrastructure, digitalisation, and daily operations presents an opportunity to fortify competitiveness, improve operational resilience, and meet evolving expectations. The industry call to action is clear: Move beyond individual commitments and establish measurable targets. Track emissions to identify operational waste, adopt practical reduction measures, and review progress regularly. Sustainability must become part of daily operational decisions.



Pratap Nair
Chairman and Founder
FEI Group

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

Aramex, GMR Airports to enhance logistics in India

The collaboration between Aramex and GMR Airports will explore improved logistics infrastructure, dedicated handling facilities, and a warehousing hub near express cargo terminals. The move will also support micro, small, and medium enterprises in creating channels to expand their role in global markets.



Aramex Signs MoU with GMR Airports Limited to Strengthen Express and Freight Logistics and Enable Seamless Global Trade

CT Bureau

Aramex has entered into an initial agreement with GMR Airports Limited (GAL) to explore ways and means to improve logistics infrastructure and streamline international shipment handling across airports operated by GMR in the country.

The initiative aims to support businesses, particularly micro, small and medium enterprises (MSMEs), in accessing global markets more efficiently.

As part of the proposed collaboration, the two companies are evaluating the development of a warehouse near an express cargo terminal, potentially supported by a dedicated airside corridor to facilitate faster cargo movement. The discussions also cover infrastructure enhancements at GMR-operated express cargo terminals, including dedicated truck docking areas, cargo screening systems, and designated operational space subject to mutually agreed terms. GMR Airports may also facilitate engagement with relevant authorities and contribute technical expertise and operational insights to support the initiative. Commenting on the partnership, Amadou Diallo, Group Chief Executive Officer, Aramex, said that the company's India strategy centres on building the infrastructure and local capabilities required to support the expanding role of India in global trade.

As part of the proposed collaboration, the two companies are evaluating the development of a warehouse near an express cargo terminal

He highlighted the importance of partnerships in creating more efficient channels for businesses seeking international market access.

Both companies will continue discussions on potential investments, implementation timelines, and other aspects of the proposed projects. Further details will be determined as the collaboration progresses.

Smart dock shelters: Driving safety & energy efficiency

In modern logistics, every loading bay counts. Gandhi Automations combines innovative dock shelter technology with design to help industries improve safety, protect cargo, and optimise energy efficiency. These panels retract under impact during docking and return to normal position when the truck departs.

CT Bureau

In today's fast-paced industrial and logistics sectors, efficient loading bays play an important role in ensuring productivity, safety, and environmental responsibility. Gandhi Automations offers a range of dock shelters designed to meet diverse industrial requirements and operating conditions.

Dock shelters seal the gap between a building and vehicle during loading, unloading, protecting personnel, and goods from rain, wind, dust, and other external elements. By minimising the exchange of indoor and outdoor air, they help reduce energy consumption, maintain internal temperatures, and support cost-effective operations.

Flexible and durable

Retractable dock shelters feature high-resistance PVC front panels reinforced with double-weave polyester fabric. Designed to accommodate vehicles of varying dimensions, the flexible panels retract

> **Dock shelters seal the gap between a building and a vehicle during loading, unloading, protecting personnel and goods from rain, wind, and dust**

under impact during docking and return to position when the vehicle leaves. Available for dock-level and ground-level installations, they offer a viable solution for effective weather protection.



Enhanced insulation

Ideal for temperature-controlled environments, Cushion Dock Shelters feature elastic polyurethane foam cushions covered with PVC-coated polyester fabric. These cushions seal the sides and top of the vehicle, including gaps around open rear doors, helping minimise thermal exchange. Fixed or adjustable top cushion options allow adaptation to different vehicle heights, making them suitable for applications requiring enhanced insulation.

Sealing performance

Inflatable Dock Shelters provide a versatile sealing solution for a wide variety of truck and trailer configurations. A fan rapidly inflates the shelter around the vehicle, creating an effective barrier against rain, wind, cold, dust, and humidity. Made from durable, PVC-coated polyester fabric, these shelters are suitable for facilities requiring high insulation and greater environmental control.

Smarter loading bays

With its versatile dock shelter portfolio, Gandhi Automations empowers businesses to improve workplace safety, protect cargo, and enhance loading bay efficiency.

By helping reduce energy wastage and limiting exposure to external conditions, these solutions support more sustainable industrial operations. As businesses focus on energy efficiency, operational excellence, and environmental responsibility, the dock shelters of Gandhi Automations represent a practical investment in safer, smarter, and more sustainable loading infrastructure.

IWLS 2026 showcases tomorrow's solutions

The India Warehousing & Logistics Show (IWLS) 2026 was recently held in Mumbai. Organised by RX India, the event fostered industry networking, knowledge exchange, and business opportunities. Over 150 exhibitors gathered to showcase innovations in warehousing, automation, material handling, and supply chain technology.
















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AI solutions made in India, made for India

Delhivery, Peak XV Partners, and AWS have launched a Demo Day inviting startups to develop artificial intelligence, and automation for the logistics sector. The programme is open to startups developing relevant technology solutions built and deployed in the Indian market.

CT Bureau

The initiative will focus on two areas — AI applications across supply chain operations, and robotics and industrial automation. The focus reflects growing interest in technologies that support decision-making, coordinate workflows, and automate physical processes across logistics networks.

Centre stage

Selected startups will present their solutions to representatives from Delhivery and Peak XV Partners. They may explore access to cloud infrastructure support through Amazon Web Services (AWS), technology assistance, mentorship, and potential investment.

Delhivery's operating network could provide opportunities to evaluate the solutions in live logistics environments, although the announcement does not specify deployment timelines or the number of startups to be selected.



Kapil Bharati
Chief Technology Officer and Co-founder
Delhivery

> **Selected startups may explore access to cloud infrastructure support through Amazon Web Services, technology assistance and mentorship**

For logistics operators, testing technologies in operational settings is a crucial step in assessing whether they can address practical challenges beyond controlled demonstrations. Solutions must work within existing processes and deliver measurable operational value.

AI would enable the sector to be rebuilt from first principles; the company's 15 years of operating experience and its interest in startups developing AI agents and physical AI for logistics, said Kapil Bharati, Chief Technology Officer and Co-founder, Delhivery.

Startups to apply

The programme is open to startups developing relevant technology solutions built and deployed in the Indian market. Applications are now open. The initiative brings together a logistics operator, an investment firm, and a cloud technology provider, creating a platform for startups to present solutions that could be evaluated for practical use.

However, participation does not guarantee investment or commercial deployment; these remain potential outcomes. The announcement does not disclose the selection criteria, application deadline, or the expected date of the Demo Day. Details on participating startups and the technologies presented have also not been provided.

For the logistics sector, the key question will be whether emerging artificial intelligence and automation solutions can move beyond demonstrations to address operational requirements at scale. Their impact will depend on implementation, integration with existing systems, and the ability to deliver dependable results in day-to-day supply chain operations.



Amazon, Tata Motors to deploy 3,000 e-trucks

Amazon and Tata Motors plan to deploy 3,000 e-trucks across Amazon's transportation network in India, beginning with freight operations during the festive season. The initiative will extend to highway freight movement, including a proposed 2,800-km corridor connecting Delhi, Bengaluru, and Chennai.



Pallak Kashyap

The first phase will use Tata Ultra E7 e-trucks for middle-mile freight movement between facilities and across cities. Amazon's carrier partners will own and operate the vehicles, while Tata Motors will supply them. The planned Delhi–Bengaluru–Chennai corridor will run along NH48, spanning seven states and connecting six major e-commerce regions. Charging infrastructure, including hubs being developed with charging provider Yahhvi, is intended to support the expansion.



HD Kumaraswamy
Union Minister for Heavy Industries and Steel GoI

Initial rollout

The trucks feature CCS2 fast charging, regenerative braking, and high-voltage safety systems. The deployment marks a move to extend fleet electrification beyond last-mile deliveries to longer freight movements.

Policy support

HD Kumaraswamy, Union Minister for Heavy Industries and Steel, GoI, said that the collaboration demonstrates how sustained demand from a nationwide logistics network can be met by electric trucks manufactured in India.

Amazon stated that it already had more than 15,000 e-vehicles operating across over 500 Indian cities. The new initiative focuses specifically on scaling electric trucking. Kumaraswamy added that government schemes, including PM E-DRIVE, PLI Auto, and PLI ACC, would continue to support the transition to electric mobility.



Ministry steps up FTA outreach to boost exports

The Ministry of Industry and Commerce is organising FTA outreach programmes across India to help exporters use trade pacts more, said Piyush Goyal, Minister for Commerce and Industry, GoI. The initiatives are being conducted with state governments to explain market-access opportunities and help businesses identify routes to preferential treatment under existing pacts. India has implemented FTAs with the UAE, Mauritius, Australia, Oman, the European Free Trade Association bloc, the UK, and New Zealand over the past five years. The state-level sessions will be held to help local industries understand how to use the pacts.



B'luru, Vancouver ink deal for developing air cargo



Kempegowda International Airport Bengaluru and Vancouver International Airport have signed an agreement focused on air cargo development, technology, and operational cooperation between southern India and western Canada, said Maninder Sidhu, Minister of International Trade, Canadian Government. The partners aim to fortify cargo flow between the regions and encourage direct air linkage. Bengaluru handled 520,985 tonnes of cargo in 2025, up 5 per cent year-on-year, while Vancouver processed 365,000 tonnes, up 7.4 per cent. The pact also provides a framework for exchanging operational expertise and examining digital tools.

Adani Logistics, CMA CGM send e-trucks to ICD Tumb

Adani Logistics and CMA CGM have deployed an e-truck fleet for container movement at the Inland Container Depot (ICD) Tumb, near Vapi in Gujarat. The trucks will move containerised cargo between inland facilities, ports, warehouses, and manufacturing centres, adding electric vehicles to first- and last-mile freight operations. The deployment is intended to cut reliance on diesel-powered trucks for these delivery movements. The initiative brings together a shipping line and an inland logistics operator at a depot serving cargo movements in Gujarat.



India allots 5,841 tonnes of sugar for exports to EU



The DGFT has allocated 5,841 tonnes of sugar for export to the European Union under the tariff rate quota scheme for October 2026–September 2027. The allocation allows eligible shipments within the specified volume to enter at a concessional tariff; exports beyond the quota do not receive the same treatment. APEDA will administer the quota and recommend eligible exporters and quantities. The exporters must continue to meet EU-specific certification and reporting needs. The notice sets the volume eligible for preferential entry in the new quota year, giving exporters a defined allocation for planning shipments to the EU market.

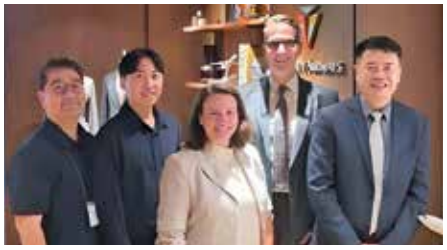
Global container freight rates increase 130%: Report



Global container freight rates have risen 130 per cent since February, from around US$ 2,000–US$ 2,500 per container to US$ 4,000–US$ 4,500 in October, according to a Jefferies report. Renewed Middle East tensions and shipping route disruptions have driven the increase, reversing the ease seen through 2025 and early 2026. Higher ocean freight cost adds uncertainty to landed costs and shipment planning on Asia–Europe and Middle East lanes. India's containerised EXIM trade grew 23 per cent YoY in September, with exports up 22 per cent, and imports up 23 per cent. Exports to the USA rose 48 per cent, while cargo to the UAE and KSA fell 12–15 per cent.

Trinity Airways extends ULD deal with Jettainer

Trinity Airways has extended its unit load device (ULD) management agreement with Jettainer, continuing a partnership established in 2022. Jettainer helped the airline build its ULD fleet and will continue providing equipment and operational support as its requirements change. The next phase will introduce IoT tracking to improve visibility of container and pallet locations and support fleet management. Trinity has used lightweight ULDs since the partnership began; their lower weight can help reduce aircraft fuel consumption. Tracking equipment closely can help airlines manage ULD availability across stations, cutting the risk of shortages and improving coordination for cargo loading.



AAT renews HKIA cargo franchise for 15 years



Asia Airfreight Terminal (AAT) has renewed its operating franchise with Airport Authority Hong Kong for 15 more years, extending its right to operate at Hong Kong International Airport (HKIA) from 2028 to 2043. The renewal keeps the operator in place as the airport's three-runway system comes into full service. AAT plans to raise cargo capacity to 2 million tonnes, with investment in terminal infrastructure, technology, and operational capabilities. A subsidiary of SATS, AAT has operated at HKIA since 1998, handling freight and documentation for airlines. The pact provides a long-term operating horizon as HKIA develops its role in air cargo and multimodal transport.

QR Cargo's freighter links to Europe and the USA

Qatar Airways Cargo (QR Cargo) is adding freighter links across Denmark, Poland, and the USA for its winter 2026 schedule, hiking capacity on key trade routes. A weekly Boeing 777Fs to Copenhagen began on 25 October, offering 100 tonnes of export capacity for Denmark and Sweden. Freighter services to Warsaw resumes on 26 October, with a weekly Doha–Warsaw–Chicago–Brussels–Doha routing. Alongside Katowice freighters and pax belly-hold capacity, the service will raise Poland's cargo capacity to 435 tonnes each way. A weekly Boeing 777F to New York JFK is due to start via Liège and Atlanta, taking capacity above 226 tonnes each way. Two weekly freighters to Dallas, USA, have been introduced.



My Freighter secures UK nod for cargo operations



Uzbekistan-based cargo airline, My Freighter has received ACC3 designation from the UK Department for Transport, meeting a key security requirement for carrying freight from Tashkent into the UK. The designation confirms its cargo security procedures comply with UK aviation standards for shipments arriving from airports outside the country. The UK services are expected to begin soon, with schedules to be announced separately. The new link will give shippers and freight forwarders in Uzbekistan and the wider region another air freight option for reaching the UK market. Under ACC3 requirements, cargo must undergo security screening in line with UK rules before departure.

Davies Turner acquires 130k sqft hub near Heathrow

Davies Turner acquired a 130,000 sqft logistics facility near Heathrow Airport that will become the new HQ of its air cargo division. The site is less than two miles from the airport's cargo terminal and 500 yards from Junction 14 of the M25, linking warehouse operations with the airport and road network. The building includes around 70,000 sqft of warehouse space, plus two mezzanine floors, adding 50,000 sqft of operational area. It also has five dock-loading doors, two level-access doors, and 10,000 sqft of office space. The facility is being prepared for occupation. The site's BREEAM Excellent certification and EPC A+ rating are stated specifications; no cargo-handling capacity or investment value was disclosed.



Movements



FLIPKART
Bengaluru, India

Renuka Singaram joined Flipkart as Senior Vice President. In her new role, she will continue to lead network expansion, drive technology-led transformation, and develop scalable supply chain solutions to support the company's next phase of growth. Currently, Singaram heads the non-large supply chain and eKart Design functions, overseeing operations across categories, and a workforce of 13,000 employees.



TVS SUPPLY CHAIN SOLUTIONS
Chennai, India

Subhashree Pradeep has joined TVS Supply Chain Solutions as Chief Human Resources Officer. She will lead the firm's HR function, focusing on talent management, organisational effectiveness, and workforce development. Earlier in her career, Pradeep spent seven years at TVS Supply Chain Solutions, where she led HR strategy, talent development, succession planning and global HR initiatives.



INTAS PHARMACEUTICALS
Ahmedabad, India

Kiran Kota has been named Vice President, API Quality at Intas Pharmaceuticals. In his new role, he will focus on strengthening quality standards, ensuring regulatory compliance, and quality management. Kota is experienced in quality assurance and control across pharma manufacturing and formulations. His expertise spans regulatory needs, quality systems management, and audit preparedness.



AMERIFLIGHT
Dallas, USA

David Harvey has taken over as President and Chief Executive at Ameriflight. He will focus on business growth while maintaining safety, reliability, and service standards for end users. Harvey also served in an advisory role, working with airlines, travel technology firms, and enterprise clients on commercial strategy, distribution, and AI-enabled transformation. Earlier Harvey was the Chief Commercial Officer at Wheels Up.



AIRFORWARDERS ASSOCIATION
Washington DC, USA

Steve Smith has been appointed Chief Executive Officer at Airforwarders Association. In his new role, he will work with the team to ensure freight forwarders continue to have an industry voice. Smith brings 25 years of leadership experience across aviation, logistics, and humanitarian response. Smith served as trustee of Aero Club of Washington and sits on the advisory board of crisis management company GoCrisis.



ECS GROUP
Roissy-en-France, France

Francisco Hernandez has joined ECS Group as Chief Operating Officer for the Americas. In his new role, Hernandez will focus on building and deepening the Group's airline partnerships, developing flexible, tailored solution models and embedding digital capabilities. Hernandez has been with the ECS Group for 16 years and has worked closely with commercial, customer service, and operational teams in the USA.

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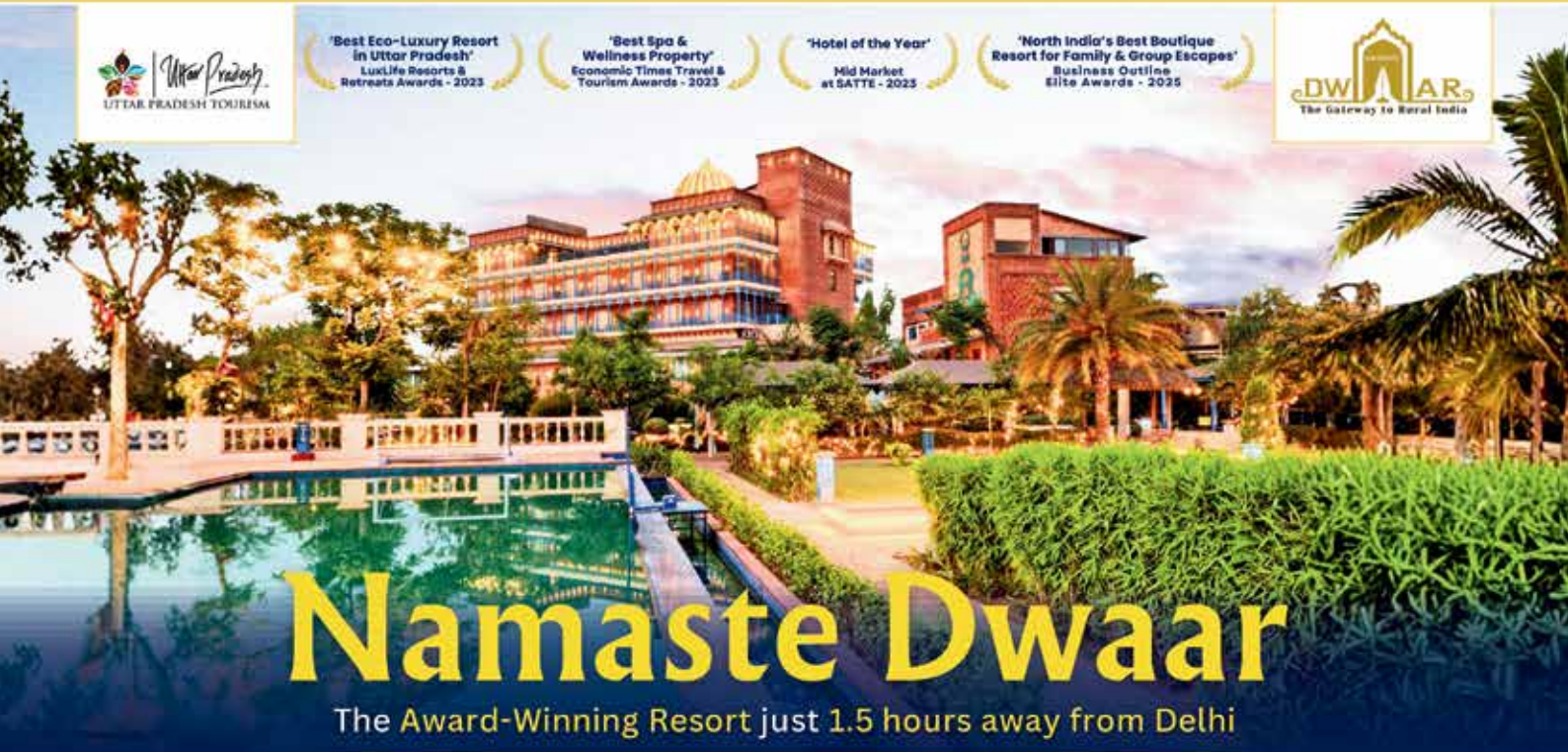


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'Best Spa & Wellness Property' Economic Times Travel & Tourism Awards - 2023
'Hotel of the Year' Mid Market at SATTE - 2023
'North India's Best Boutique Resort for Family & Group Escapes' Business Outline Elite Awards - 2025

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