

CONquest 2025 – Business Forum & Northern India Multimodal Logistics Awards 2025 sees an engaging discourse and deserving accolades



Mr Gopal Krishna, IAS



Mr Sanjiv Garg, IRTS (Rtd)



Mr Sanjay Swarup, IRTS



Mr Shobhit Bhatnagar, IRTS



Mr Akhil Kumar Khatri, IRS



Mr E. Srinivas, IRSSE



Mr Sachin Bhanushali



Mr Harpreet Singh Malhotra

FOR any logistics event happening in Delhi, an important topic of discussion has to be rail, said **Mr Gopal Krishna, IAS, Former Shipping Secretary, Ministry of Shipping, Government of India & Chairman, CSC (Conciliation and Settlement Committee)**, in his welcome address at *Exim India's CONquest 2025 – Business Forum*, the 16th edition, along with the **Northern India Multimodal Logistics Awards 2025, on Friday, February 7, 2025 at Shangri-La Eros Hotel, New Delhi**.

He set the tone for the event, for rail was indeed a key point of the discourse, be it the benefits of the DFCs, the importance of speedy and seamless connectivity for cargo from the region to the ports, the advantages of rail-linked MMLPs and more, complemented by other pertinent issues concerning shipping and logistics, all part of a captivating **Business Forum** graced by distinguished speakers and panelists (see box) representing the entire spectrum of logistics service providers, besides regulatory authorities and the ex-im trade.

The event brought together in strength all associated with the maritime, cargo and logistics fraternity in the region under one roof, including a wide range of delegates who were enthusiastic participants in the interactive session.

Significant opinions and a power-packed panel

Delivering the opening remarks, **Mr Sanjiv Garg, IRTS (Rtd), Secretary**

General, The Chartered Institute of Logistics & Transport – India, highlighted some of the “quantum leaps” that have materialised; the DFCs that are a game changer in freight transportation; the metro revolution in Tier 1 and Tier 2 cities, the high speed rail corridors etc. Rail freight subsidising passenger services should not happen for long, he said, as it artificially raises freight rates.

In his theme presentation, **Mr Harpreet Singh Malhotra, CMD, Tiger Logistics (India) Ltd.**, described LSPs as an integral part of the economy who contribute to the growth in GDP. He also stressed the importance of industry remaining in North India and cargo being cleared in the region instead of at the ports.

The panel discussion, expertly moderated by **Mr Sachin Bhanushali, Former Director & CEO, Gateway Distrivarks Ltd, Member – CII National Rail Committee & FICCI Logistics Committee**, witnessed a comprehensive exchange of views and ideas on everything from rail freight, the importance of multimodalism, the impact of the changing geopolitical situation on shipping lines, how ports can better facilitate the North Indian trade, potential for cargo volume growth from the region, the necessity of digitisation and scope of digital freight forwarding, and the expectations and difficulties of shippers. Leading lights from every segment of the industry ensured an insightful and perceptive conversation.



The captivating panel discussion was graced by (from left) Mr Arun Kumar, Mr Sasi Nair, Mr Girish Belwal, Mr Sachin Bhanushali, Mr Ashish Priyadarshi, Ms Simar Malhotra and Mr Shobhit Bhatnagar

The need for an extremely robust and advanced rail transportation system, with separate corridors, was highlighted, along with innovative multimodal solutions. The impact of the recent changes in the geopolitical situation, with the ceasefire and change in the US Presidency, would likely be seen only in the second half of the year. If the Red Sea and Suez open up again, it would be beneficial to all in the trade, it was pointed out.

It was suggested that rail cargo could be unitised and consolidated for improved efficiency, and that India could benefit from US protectionism. Multimodalism is the answer, it was emphasised, and while DFC is a game changer, cost benefit should accrue to the trade.

The need to create port capacity ahead of cargo and all-round investment in requisite infrastructure were stressed, as was the requirement of modal shift from road to rail.

Government policies and facilitation will ensure that North India remains a major manufacturing and export hub, which in turn will benefit logistics players, but they have to be ready to cater to the demand. Digital logistics brings in efficiency, transparency and cost reduction and will grow, it was said.

From a shipper's point of view, it was mentioned that logistics in North India is complicated and things are not getting simplified. Some of the issues highlighted were line inventory not being visible, the sundry charges, and ICD shut-outs. It is easier to clear at ports. The logistics process, therefore, needs simplification and standardising, besides innovative solutions.

The Guest of Honour, Mr Shobhit Bhatnagar, IRTS, Director (OP&BD), Dedicated Freight Corridor Corporation of India Limited, informed that the last 102 km of the WDFC from New Saphale to JNPA will be completed by December this year, which would facilitate double stack movement to and fro the port from early next year. The DFCs are today handling a record number of trains, he added.

Chief Guest Mr E. Srinivas, IRSSE, Joint Secretary, Logistics Division, Department for Promotion of Industry and Internal Trade, Ministry of Commerce & Industry, Government of India, highlighted the importance of the National Logistics Policy and how DPIIT has brought all the infra Ministries and some other Ministries on a single portal to facilitate better coordination and efficient operations.

Chief Guest, Mr Akhil Kumar Khatri, IRS, Principal Commissioner of Customs, Noida Customs Commissionerate, stressed the need for a nationally integrated, cost-effective, reliable and digitally-enabled logistics ecosystem for 'Viksit Bharat'. He highlighted the trade facilitation measures of Customs, the improvements in policies and procedures, the use of technology to enable faster clearance etc.

Chief Guest Mr Sanjay Swarup, IRTS, CMD, Container Corporation of India Ltd., touched upon the increasing use of technology and the need for green and sustainable logistics. There should be more intermodal movement by rail and it is important to provide total logistics solutions to customers, including cargo visibility, he said.

Some of the best were acknowledged

The second segment of the event began with some key felicitations:

* **Noida Customs Commissionerate** – For recognition of its vital role in trade facilitation

* **Tiger Logistics (India) Ltd.** – For its 25 years of unparalleled dedication and excellence in logistics

There was only standing room for those who arrived late at the **Northern India Multimodal Logistics Awards 2025**, where success, performance, leadership and setting standards took centrestage among companies and individuals as applause and cheers rang out across the venue. Recipients were honoured in over 30 categories.

Another highlight of the ceremony was the standing ovation accorded to Capt. Anil K. Sahni on receiving the Lifetime Achievement Award.

The Awards Jury, headed by Mr Sanjiv Garg, IRTS (Rtd), was also felicitated on the occasion.

A Lucky Draw saw two winners take home an exciting prize.

The event concluded with networking cocktails and dinner, the 16th edition further consolidating its stature as the premier sectoral congregation in this region where attendees gain topical insights and appreciate deserving recognition while also availing of the opportunity to engage in fruitful networking.

A summary of the views expressed by each of the speakers and panelists follows.

DISTINGUISHED SPEAKERS & PANELISTS

- Mr Gopal Krishna, IAS, Former Shipping Secretary, Ministry of Shipping, Government of India & Chairman, CSC (Conciliation and Settlement Committee)
- Mr Sanjiv Garg, IRTS (Rtd), Secretary General, The Chartered Institute of Logistics & Transport – India
- Mr Sanjay Swarup, IRTS, CMD, Container Corporation of India Ltd.
- Mr Shobhit Bhatnagar, IRTS, Director (OP&BD), Dedicated Freight Corridor Corporation of India Limited
- Mr Akhil Kumar Khatri, IRS, Principal Commissioner of Customs, Noida Customs Commissionerate
- Mr E. Srinivas, IRSSE, Joint Secretary, Logistics Division, Department for Promotion of Industry and Internal Trade, Ministry of Commerce & Industry, Government of India
- Mr Sachin Bhanushali, Former Director & CEO, Gateway Distriparks Ltd, Member – CII National Rail Committee & FICCI Logistics Committee

- Mr Harpreet Singh Malhotra, CMD, Tiger Logistics (India) Ltd.
- Mr Sasi Nair, President, Northern India Steamer Agents Association & Senior Area General Manager - North India, CMA CGM Agencies (India) Pvt. Ltd.
- Mr Arun Kumar, President, Association of Multimodal Transport Operators of India, Honorary Secretary, ACFI & Managing Director, InSynergy Supply Chain Solutions Pvt. Ltd.
- Mr Ashish Priyadarshi, Deputy General Manager – Business Development, Adani Ports & Special Economic Zone Ltd.
- Ms Simar Malhotra, Global Business & Procurement Head, Tiger Logistics (India) Ltd.
- Mr Girish Belwal, General Manager (Logistics), ISGEC Heavy Engineering Ltd.



Some of the award winners

A power-packed panel put forth thought-provoking views and insights

Gopal Krishna, IAS, Former Shipping Secretary, Ministry of Shipping, Government of India & Chairman, CSC (Conciliation and Settlement Committee) (Welcome Address)

Mr Gopal Krishna stressed the importance of rail in cargo movement in North India, highlighting that the two Dedicated Freight Corridors (DFCs) have been handling a record number of trains both ways. The trade is looking forward to the completion of the Western Dedicated Freight Corridor, he added, which would facilitate dedicated cargo connectivity right up to JN Port and benefit all logistics stakeholders.



Sachin Bhanushali, Former Director & CEO, Gateway Distriparks Ltd, Member – CII National Rail Committee & FICCI Logistics Committee (Convenor & Moderator)

Mr Sachin Bhanushali, in his introductory remarks, said that rail transportation attracts interest as well as criticism. The manufacturing industry wants to shift to rail, but doubts whether it will be able to provide the right solutions. Because rail is primarily focused on the movement of commodities like coal, minerals, cement, foodgrains, fertilisers, petroleum etc. He emphasised that India needs to have an extremely robust rail-based transit and transportation system, with 4 components: electric traction-based mass transit; separate freight corridors operated by electric traction, which will also facilitate multimodalism; high-frequency inter-city transport on corridors like Delhi-Chandigarh, Mumbai-Pune etc.; and metro rail-based rapid mass transit system for urban mobility. Rail-based transportation is key to sustainability and to take India into the second century of its independence. All kinds of freight has to move by rail, he said.



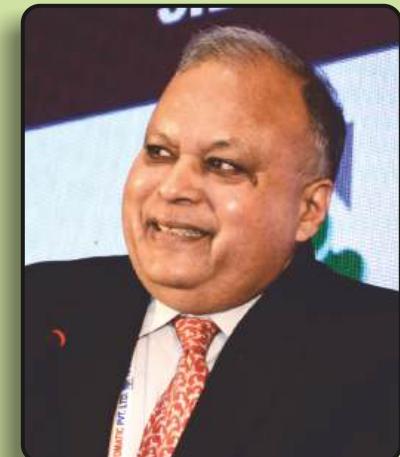
Sasi Nair, President, Northern India Steamer Agents Association & Senior Area General Manager - North India, CMA CGM Agencies (India) Pvt. Ltd. (Panelist)

Mr Sasi Nair talked about the impact of the geopolitical situation in the Middle East, which resulted in a lot of uncertainty, diversion in shipping routes, capacity mismatch, demand and supply mismatch, and hence cost escalation. The scenario has not changed much at least in the beginning of 2025, though there have been changes like the truce in the Middle East, a new US Presidency, new shipping alliances, and also US protectionism in the form of tariffs. It is too early to say how the truce will alter the situation, he said. If it sustains and the Red Sea/Suez Canal route opens up like before, it will be beneficial to the supply chain across the globe, reducing transit time and the number of vessels in service, improving service efficiency and bringing in cost efficiency. But this is likely to happen only in the second half of the calendar year, if all goes well, he felt. He expressed optimism about the Indian economy and logistics scenario and highlighted the DFC as a game changer that has improved reliability, efficiency and transit time in cargo movement from North India to Gujarat ports. However, cost efficiency is a question mark. He was hopeful of improved cost efficiency once the entire WDFC commences operations.



Sanjiv Garg, IRTS (Rtd), Secretary General, The Chartered Institute of Logistics & Transport – India (Opening Remarks)

Mr Sanjiv Garg highlighted some of the quantum leaps that have taken place and are expected in rail transportation, among them being the metro revolution in the Tier 1 and Tier 2 cities over the last more than two decades. The commissioning of the DFCs has been a game changer in the movement of cargo by rail, with more such corridors in the pipeline. High-speed passenger rail travel is the next big thing, with construction of the Mumbai-Ahmedabad corridor in progress and a few more proposed in the coming years. He also made the point that the freight segment subsidising passenger traffic should not be allowed to continue indefinitely, as it artificially raises freight rates and drives certain rail freight to other modes.



Harpreeet Singh Malhotra, CMD, Tiger Logistics (India) Ltd. (Theme Presentation)

Mr Harpreet Singh Malhotra began by asserting that logistics service providers don't just move cargo from one place to another, they are an integral part of the economy and GDP growth. Developed countries have a robust logistics ecosystem, and India is not far behind. He pointed out that when the National Logistics Policy was launched, there were seven Cabinet Ministers present along with the PM; that is the importance the establishment is giving to logistics. He lauded the focus on infrastructure development and capacity creation to facilitate logistics and ex-im trade. Logistics players in North India want to bring growth to the region, and therefore it is important to ensure that industry doesn't migrate close to the ports and that North India cargo is cleared in the region and not at the ports. North India has more than 40 container depots, he highlighted.



Arun Kumar, President, Association of Multimodal Transport Operators of India, Honorary Secretary, ACFI & Managing Director, InSynergy Supply Chain Solutions Pvt. Ltd. (Panelist)

Mr Arun Kumar pitched for multimodalism, emphasising that it is key to logistics efficiency. The last 10-12 years have seen significant progress in infrastructure development, like roads, the DFC, etc., which should help in reducing costs. That is the hardware, he pointed out, adding that we need good hardware, as well as updated speedy software to run it. As far as hardware is concerned, India is getting there. For software, comprising policies/regulation, innovation, what is required is a good ecosystem, effective regulatory framework and a mindset to do it. Rail cargo can be unitised, he said. Multimodalism should facilitate intermodal change, so something like a ULD would be a wonderful idea, but it would require standardisation. More cargo has to move by rail, he stressed. Cargo has to be cleared in the hinterland and efficiency brought in through innovation. DFC can be a game changer but the cost has to be rationalised, he added.



Ashish Priyadarshi, Deputy General Manager – Business Development, Adani Ports & Special Economic Zone Ltd. (Panelist)

Mr Ashish Priyadarshi began by highlighting that APSEZ ports handle 40% of India's cargo and that it believes in creating capacity ahead of demand. Mundra Port, the closest to North India, is a complete ecosystem around which a lot of activities have developed. It brings in and evacuates a significant volume of cargo by train, and will continue to invest in upgrading its infrastructure. More cargo has to shift from road to rail, he said, which is not helped by levies like Busy Season Surcharge. The government cannot mandate factories not to relocate near the ports, this can only be done by having the requisite facilities and facilitation. The trade wants to clear cargo in the hinterland, at the ICD/factory, but cost is a problem. DFC is benefiting the trade in North India, he said. Transit time is not the issue; an issue is the backlogging plan for the container trains which should be done in advance of it entering the port, he added.



Girish Belwal, General Manager (Logistics), ISGEC Heavy Engineering Ltd. (Panelist)

Mr Girish Belwal, representing a leading heavy engineering goods exporter, made the point that logistics from North India is very complicated and is getting more complicated by the day. The logistics fraternity was quick to adopt digitisation after the pandemic, which was pleasantly surprising, raising hopes of some sort of a platform where all the stakeholders would come together to provide visibility to shippers, but that is not happening, he said. Lack of inventory visibility is a major issue, even though shippers are willing to pay the price. There is no initiative from the lines to make inventory visible to customers so that they can take advantage of the spot opportunity. Then there is the problem of damaged containers when inventory is available. ICD shut outs happen, shippers have to bear the hefty container detention charges, and containers roll over for the next vessel. Also, there is no uniformity in charges among the carriers. Sometimes detention charges are more than the freight cost. Hence, many shippers opt to send cargo to the ports for clearance, where overall things are better at the CFSs. He also said that when the DFCs become fully operational next year, there could be excess capacity; hence the Railways should offer innovative solutions.



Shobhit Bhatnagar, IRTS, Director (OP&BD), Dedicated Freight Corridor Corporation of India Limited (Guest of Honour & Panelist)

Mr Shobhit Bhatnagar highlighted that the DFCs have been planned for 120 trains a day each way on each corridor, so 240 trains on the WDFC and EDFC. In January, a figure of 391 train operations a day was attained on the corridors. Trucks on trains is possible on the DFCs and is being presently run on a section, he said. The final section of the WDFC, of 102 km from New Saphale to JNPA, is progressing towards completion by the end of this calendar year, he revealed. Double stack movement would then be possible right up to JN Port, similar to Mundra, Pipavav and DPA.



Sanjay Swarup, IRTS, CMD, Container Corporation of India Ltd. (Chief Guest)

Mr Sanjay Swarup talked about the challenges being faced by logistics due to the geopolitical situation, which has resulted in disruption in the international supply chains – no certainty of vessels, congestion at transhipment ports, thereby increasing the responsibility on logisticians. He highlighted the use of technology, including AI, in a big way in the logistics sector, and also called for practicing green and sustainable logistics as we all share responsibility towards protecting the environment. Road and rail are complementary to each other, he stressed; ideally, for long distances it should be rail and for first and last mile road. But due to factors like cost and lack of predictability, rail has not been able to compete with road. He was, however, hopeful of more intermodal movement by rail due to the many facilitative steps being taken by the Railways. The focus of CONCOR is on providing total logistics solutions, he emphasised, adding that customers want end-to-end solutions with continuous cargo visibility. Technology facilitates this.



Simar Malhotra, Global Business & Procurement Head, Tiger Logistics (India) Ltd. (Panelist)

Ms Simar Malhotra began by saying that North India will continue to remain a key hub for manufacturing and export, further boosted by the China plus 1 strategy of major global companies, government initiatives like Make in India, the PLI schemes, as well as the FTAs that are happening with various countries. So cargo volumes will grow in the region, for which infrastructure and logistics have to be ready. Programmes like PM GatiShakti will facilitate this, she said. On digital freight forwarding, she said the promise is of efficiency, transparency and cost reduction. But unlike the west, adoption has been slow in India and companies have struggled to scale up and grow, a reason being that we are culturally rooted in relationships. It is a personalised industry with a lot of trust among stakeholders; translating that into an automatic screen becomes difficult. Digital logistics became a buzzword during the pandemic, with a lot of start-ups coming up and many fading away. What they didn't realise was that logistics at the end of the day is an operations business; you are building a logistics company that is enabled by tech, not a tech company that is solving a logistics problem. But digital freight forwarding is definitely the future, she stressed. For one, it allows reaching new, smaller players in the hinterland and makes things simpler for them.



Akhil Kumar Khatri, IRS, Principal Commissioner of Customs, Noida Customs Commissionerate (Chief Guest)

Mr Akhil Kumar Khatri emphasised that 'Viksit Bharat' cannot be achieved without a nationally integrated, cost-effective, reliable and digitally enabled logistics ecosystem, which would reduce manufacturing costs, make business more competitive and connect it to the global value chains. In 2023 India was ranked 38 out of 139 countries in the World Bank Logistics Performance Index; the goal is to be among the top 25 by 2030 and also bring down the logistics cost to less than 10%. He underscored the initiatives being taken by the government to create a robust logistics backbone for the country, such as the unprecedented expansion in National Highways, the DFCs, rejuvenation of inland waterways, etc. PM GatiShakti has changed the silos-based approach to logistics planning; 16 Ministries are now on a single platform, he said. Customs is also seeing significant improvements. Cargo is now cleared much faster. CBIC is at the forefront in upgrading procedures relating to Customs clearance and facilitating ease of doing business. It is also using technology to facilitate speedy cargo movement. The turnaround time at JN Port, for example, is at par with leading global ports. Containerised cargo can be tracked globally, he pointed out. The focus is on reducing operational cost and compliance burdens. He touched upon the launch of warehouse modules to enable online registration of warehouses. But, there is still a long way to go, he added, and called for harnessing new technologies like big data and AI to further transform the logistics sector. There is need for rail-connected MMLPs as also skills development in logistics. He also highlighted the impressive growth in cargo volume and revenue being achieved by the Noida Customs Commissionerate.



E. Srinivas, IRSSE, Joint Secretary, Logistics Division, Department for Promotion of Industry and Internal Trade, Ministry of Commerce & Industry, Government of India (Chief Guest)

Mr E. Srinivas highlighted that the National Logistics Policy (NLP) is based on three aspects – regulation, services and infrastructure. And under the PM GatiShakti National Master Plan, the purpose is to have an integrated portal. What DPIIT has done is brought all the key Ministries' assets on a single portal and mapped them for future planning. First it was the infrastructure Ministries, then the social and economic Ministries were also brought in. All their assets were mapped and their requirements ascertained. This has facilitated projects worth crores being planned on this portal from all the Ministries. As all the Ministries have got the visibility of the assets of other Ministries, it helps plan projects in a more holistic manner, he pointed out. There is need for a shift from road to rail and IWT for cost-effective and sustainable transport, he said. The focus is also on MMLPs of 100 acres size or more. 'Viksit Bharat' needs world class logistics infrastructure, for economic growth and global competitiveness. The NLP provides a roadmap for addressing the existing challenges and developing a sustainable and resilient logistics ecosystem, he stressed.



Northern India Multimodal Logistics Awards

2025 was a successful blend of industry-wide participation, recognition & appreciation

Lifetime Achievement Award



Capt. Anil K. Sahni

Sea Port of The Year (For Northern India)



Adani Ports & Special Economic Zone Ltd.
 (Mundra)

Inland Container Depot & Rail Operator of The Year (Public)



Container Corporation of India Ltd.

Inland Container Depot & Rail Operator of The Year (Private) - Multiple Locations / Specific



Gateway Distriparks Limited
 (Multiple Locations)



Delhi International Cargo Terminal Pvt. Ltd.
 (Specific Location)

**Container Freight Station Operator
of The Year**



CMA CGM Logistics Park Dadri Pvt. Ltd.

NVOCC of The Year (EXIM - GP)



Muskan Container Lines Pvt. Ltd.

**NVOCC of The Year
(EXIM - Special Equipment)**



Goodrich Maritime Private Limited

**Freight Forwarder of The Year -
Sea Cargo (Export)**



Divya Shipping & Clearing Services Pvt. Ltd.

**Freight Forwarder of The Year -
Sea Cargo (Import)**



Globus Transitos Pvt. Ltd.

LCL Consolidator of The Year (Import)



Vanguard Logistics

LCL Consolidator of The Year (Export)



**Teamglobal Logistics Pvt. Ltd.
(On Basis of Volume)**



**EMU Lines Pvt. Ltd.
(On Basis of Growth)**

Freight Forwarder of The Year - Air Cargo



Skyways Air Services Pvt. Ltd.

Customs Broker of The Year - Air Cargo



P. S. Atree & Company Pvt. Ltd.

Customs Broker of The Year - Sea Cargo (Export)



HAH Intl Shipping Pvt. Ltd.

Customs Broker of The Year - Sea Cargo (Import)



Cosmo Shipping Services Pvt. Ltd.

IT Service Provider of The Year (Cargo & Logistics)



Hans Infomatic Pvt. Ltd.

Cargo / Marine Surveyor of The Year



Master Marine Services Pvt. Ltd.

Container Transport Operator of The Year



Majha Transport LLP
(On Basis of Volume)



Prabhu Logistics Pvt. Ltd.
(On Basis of Growth)

**Freight Forwarder of The Year -
Ludhiana**



V. R. Logistics Ltd.

**Customs Broker of The Year -
Ludhiana**



TMS Logistics

**Container Shipping Line of The Year: North India -
America, Europe & Africa Trade Lanes**



Maersk

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North India - Far East Trade Lane**



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Combined Logistics Solutions Pvt. Ltd.

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Cosmo Films

Award for Import Excellence (Shipper)



Dixon Technologies (India) Limited

Young Logistics Professional of The Year (Public)



**Mr. Varun Sharma,
Container Corporation of India Ltd.**

Dynamic Logistics Professional of The Year



Mr. Amrish Arora,
Infinity Air & Sea Logistics Pvt. Ltd.

Dynamic Trade Facilitator of The Year



Capt. Debasish Mishra

Supply Chain and Warehousing Company of The Year



Indolog Logistics Private Limited

Woman Professional of The Year



Ms. Sona Handa Arora, Skyways Group

Fast Growing NVOCC of The Year



Seven Seas Container Lines (OPC) Pvt. Ltd.

Young Logistics Professional of The Year (Private)



Mr. Praduman Gupta,
Indo Arabian Shipping Lines (I) Pvt. Ltd.

Logistics Professional of The Year



Mr. Amar Chowdhary,
Aaryam Cargoways Pvt. Ltd.

Logistics Company of The Year



OW Logistics Pvt. Ltd.



Dynamic Entrepreneur of The Year



Mr. Vijay Pratap Singh,
Three Line Cargo India Pvt. Ltd.

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Noida Customs Commissionerate



For recognition of its vital role in trade facilitation

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and excellence in logistics

JURY FELICITATION

JURY CHAIRMAN

★ Mr. Sanjiv Garg, IRTS (Rtd), Secretary General,
The Chartered Institute of Logistics & Transport – India

JURY MEMBERS

★ Mr. Girish Tuteja, Vice President, Uflex Limited
★ Mr. Sumit Dhingra, Director,
SkyRiver India Private Limited
★ Mr. S. Srikumar, Regional Manager,
Goodrich Maritime Pvt. Ltd. & EC Member,
Northern India Steamer Agents Association



The Awards Jury was felicitated by Mr Akhil Kumar Khatri (third from left), IRS, Principal Commissioner of Customs, Noida Customs Commissionerate. They were Mr S. Srikumar, Mr Girish Tuteja (first and second from left), and Mr Sumit Dhingra and Mr Sanjiv Garg (fourth and fifth from left)







Thank you...



Event Partners, Speakers, Panelists, Jury & Delegates

For Making

*CONquest 2025 & Northern India Multimodal Logistics Awards 2025
a Grand Success !!!*

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As on 30/01/2025

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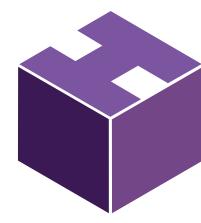


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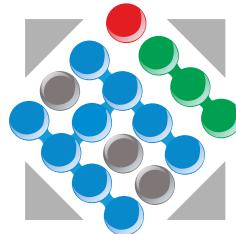
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