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The Gemini Cooperation
Redefining Ocean Logistics

Conversation with

BHAVIK MOTA
Director, Maersk Line India

INDIA MARITIME WEEK 2025

A NEW MARITIME ORDER

India Maritime Week 2025 did not happen by accident. It was born out of a moment in history when India needed to redefine its place in the global maritime order.





Global Logistics Solutions: India's first AI-powered logistics provider driving predictive, and sustainable growth

Jiss Mathew, Global Logistics Solutions India Pvt.Ltd, shares how the company—India's first AI-powered logistics provider—uses predictive analytics, intelligent automation, and multimodal expertise to deliver faster, cost-efficient, and sustainable solutions powered by human-centric innovation, empowering SMEs and global trade growth.

Global Logistics Solutions positions itself as the first AI-powered logistics service provider. Could you explain how you are applying AI, intelligent automation, and predictive analytics in your operations?

When we started Global Logistics in 2006, our vision was clear, to offer solutions that are Easy, Efficient, and Economical. Since then, we've stayed true to that goal, delivering premium quality services at cost-effective prices.

Today, technology is the key enabler of this vision. Our focus on being 'AI-powered' isn't a slogan, it's reflected in practical, results-driven applications that enhance how we work and deliver value.

I have always believed in combining smart work with hard work. After all, why strike two stones to make fire when you already have a matchbox?

That's where AI becomes a real game changer, driving efficiency, innovation, and impact across our four core AI implementation areas.

Predictive analytics for consolidation: As one of India's

largest neutral LCL consolidators, our core strength is optimising container space. Our proprietary AI models analyse historical shipping data, seasonal trends, and market fluctuations to predict cargo volumes with high accuracy. This allows us to create the most efficient consolidation plans, ensuring faster transit times.

Intelligent document processing: We have deployed automation bots that handle the immense volume of documentation. This reduces manual errors by over 99 per cent and cuts processing time from hours to minutes.

Fund flow optimisation: Predictive analysis of receivables, driven by contractual agreements, customer credit profiles, and historical payment trends, empowers us to accurately forecast cash flows, streamline fund management, and optimize overall financial efficiency.

Trade route optimisation: In our LCL consolidation operations, our systems enable us to accurately predict and plan shipment

volumes across each trade lane, helping optimize space utilisation, stowage, and even the launch of new service routes. Our AI-driven tools dynamically calculate the most efficient and cost-effective schedules and routing for every shipment whether FCL, LCL, or air cargo, ensuring maximum efficiency and reliability.

What tangible benefits does this bring to your customers in terms of efficiency, visibility, and cost savings?

The benefits are direct and significant. Efficiency is seen in dramatically reduced documentation delays, operational efficiency and optimized transit times. Our predictive LCL consoles planning means an exporter's cargo isn't waiting in a port or warehouse; it's moving on the earliest possible vessel. Our operational efficiency combines with predictive planning ensures that import shipments are delivered within 24 hours of container arrival at the terminal, a turnaround that's 3-5 days faster than the industry average. In other words, we save our customers at

least three days in transit time on every import shipment.

For visibility, we provide our customers with a proactive, predictive tracking system. Instead of just seeing where their container is, they receive alerts on potential delays and revised ETAs before they even occur. We have also launched a customer loyalty program called Global Privilege. Alongside this, our ChatGPT-powered text-based tracking system offers GP clients real-time visibility and the flexibility to generate tailored reports and insights effortlessly. This transforms their supply chain planning from reactive to proactive.

Ultimately, cost savings are realised through the combined impact of these efficiencies. Optimized operations, faster transit times, and smarter consolidation planning help our customers reduce stock turnaround time, saving at least ₹5,000 per import shipment, while improving cash flow for exports. This enables us to uphold our founding principle of being an economical solution, now strengthened and supercharged by technology.

You have been a Multimodal Transport Operator (MTO) since 2006. What progress has been made in India's multimodal logistics sector over this period?

The progress has been immense. When we began, multimodal transport often meant managing a chain of disconnected vendors. Today, there's a structural shift. The government's focus on infrastructure like the Dedicated Freight Corridors (DFCs) would be a game-changer, making rail a faster and more reliable link in the chain. The implementation of the Unified Logistics Interface Platform (ULIP) under the National Logistics Policy is another crucial step, enabling seamless data exchange between different modes.

From our own experience, we've expanded from simple road-sea combinations to sophisticated sea-air and road-rail-sea models. This evolution is what allowed us to grow into a network with 19

branches across India, enabling us to offer truly integrated solutions.

Despite advancements, what are the biggest challenges you continue to face in multimodal operations—whether regulatory, infrastructural, or market-driven?

The skeleton is getting stronger, but the nervous system needs more work. Infra-structurally, while major corridors are improving, last and first-mile connectivity remains a bottleneck, especially at inland container depots (ICDs), Container Freight Stations (CFS) and ports.

Regulatorily, despite the PM Gati Shakti initiative, we still face a maze of clearances and compliance requirements across different states and transport modes and even within the same custom circle linked to the port. A truly unified digital system for approvals is the next frontier.

The market-driven challenge is the inertia in legacy practices. Encouraging all stakeholders from small truckers to large manufacturers to adopt a fully digital, transparent way of working remains an ongoing effort. This is where our hands-on approach and investment in user-friendly customer platforms are focused.

LCL cargo has always been a critical segment for SMEs and growing exporters. How do you see the growth of LCL cargo operations in India?

Less than Container Load or LCL cargo accounts for nearly 8 per cent of global trade, and its growth trajectory in India is exceptionally strong forming the very foundation of our success. Some of India's strongest export sectors i.e., pharmaceuticals, textiles, garments, and chemicals rely heavily on robust LCL support, making it a critical enabler of the country's export growth.

India's SMEs, which contribute around 45 per cent of total exports, are the real drivers of this momentum. As these enterprises become increasingly competitive on the global stage, LCL stands as their logistics lifeline. We've witnessed this transformation

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firsthand, expanding our business year after year by empowering this vital segment.

Today, we are proud to be the only India-based consolidator offering direct LCL services to 40 global destinations and inbound services from 30 locations a true reflection of the growing demand and trust in our network.

I firmly believe that our nation's prosperity depends on the sustained growth of exports. To achieve consistent double-digit expansion, our logistics strategy must be truly holistic integrating manufacturing, branding, and distribution. By controlling the entire logistics chain, we ensure that both agility and long-term growth remain firmly within our control. This is why the idea of "Move in India" is just as crucial as "Make in India."

The future of logistics isn't just about moving higher volumes it's about strategic management and smarter partnerships. We're evolving toward "LCL as a Managed Service," a model that transforms traditional cargo handling into a strategic, end-to-end solution.

Through this approach, we manage the entire LCL export and import process, giving SMEs the visibility, reliability, and flexibility they need to compete on equal footing with larger corporations. 