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NEWS

Sumita Dawra is new Special Secretary (Logistics), DPIIT



Sumita Dawra (IAS) has been appointed as the Special Secretary, Logistics, Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce & Industry. She has experience of over two decades. She has worked at all levels of governance, including six years in Ministry of Finance, three years in China as the head of the economic wing in the Indian Embassy. Her tenure in China has given her an

exposure to economic, financial, and developmental issues there. Dawra's long innings in various districts of the country in implementing development programmes, interacting with communities gave her an understanding of development needs in India, with insight on strategies for delivery of public services. Her outcomes in child labor eradication in Karimnagar, where she was the collector, resulted in ILO, Delhi publishing a manual authored by her in May 2007 for their country's project.

Association of Asia Pacific Airlines in its September 2022 results indicated global air cargo markets were under pressure as export activity was hampered by depressed business and consumer confidence levels

Railways to launch ₹90,000-cr projects to ease freight movement

Ashwini Vaishnaw, the Union Minister for Railways, at the 17th Foundation Day of Dedicated Freight Corridor Corporation of India Ltd (DFCCIL) said the Ministry of Railways will launch projects worth ₹90,000 crores in the coming months to resolve bottlenecks in ferrying freight. "We have identified initiatives to eliminate bottlenecks in the transportation of freight that will cost ₹90,000 crores (US\$10 billion). The projects, which will help us achieve our goal of loading 3,000 million tons of goods, will be approved in the upcoming months," he said. To improve railway performance, the ministry unveiled a ₹1.5 trillion purchase strategy at the beginning of the financial year.



ESR inks MoU with Karnataka govt to build logistics park

ESR India has inked a MoU with the Karnataka government to invest Rs 2,500 crore in the state. As a part of the MoU, the company will build industrial and logistics parks, urban distribution centers, and data centers in the state. Abhijit Malkani, CEO, ESR India said, "Karnataka is a vital market for us due to its mature industrial ecosystem. We aim to bring world-class development expertise in industrial and logistics parks, urban distribution centers and data centers to enrich the state's industrial, logistics and data infrastructure. The MoU will speed up development and attract investments from MNCs. ESR is committed to a investment of Rs 2,500 crores over a period of three years, he said.



New MMLP in Tripura to boost India-Bangladesh trade

The Tripura government has proposed the center to set up one more MMLP in the state to boost trade between Bangladesh and India. The proposal to set up such a facility at Udaipur in Gomati district has been sent to the Centre. Work is in full swing for establishing the state's first MMLP in Sabroom in south Tripura. In addition, the state government has proposed the center for setting up another MMLP in Udaipur on the bank of Gomati River as the Sonamura-Daudkandi route has already been declared as the protocol route for island waterways.



DFCCIL to construct MMLP in Kanpur

Dedicated Freight Corridor Corporation of India Limited (DFCCIL) will construct a MMLP in Kanpur for cargo handling. This would be the fourth such one in UP and the first to be developed by DFCCIL. As per reports, "In two years, UP will have a MMLP, 20 km from

Kanpur. It would be the fourth logistical hub in the state for cargo movement—the other three are in Dadri, including one developed by Container Corporation of India Limited (CONCOR) and two to be developed by National Industrial Corridor Development Corpo-

ration Limited (NICDC) and Adani Group." The other three are in Dadri—one developed by CONCOR and two by NICDC and Adani Group. DFCCIL has procured 70 hectares in Hathipur, Maharajpur and Tilsa-haribujurg villages in Narval tehsil of Kanpur Nagar.



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Rectify logistics, air cargo bottlenecks

COVID disrupted supply chains led to increased volatility and unpredictability. Indian logistics and air cargo sectors must address core issues, including skill development, 100% digitalisation, improvement of multimodal infrastructure, concerns related to EXIM trade, and form efficient strategies to resolve existing issues.



Ritika Arora Bhola

Indian logistics industry and air cargo sector have witnessed a massive revolution in the last one decade—in terms of multimodal infrastructure upgradation, rise in e-commerce, emergence of Smart and Automated Grade A Warehouses, Technological

integration, development of NHs, increased foreign participation, new warehousing facilities in remote locations, Greenfield Dedicated Freight Corridors, enhancement of regional cargo complexes, to mention a few.

The Union government has logistics industry's back, no doubt. With

highly ambitious initiatives and schemes such as Make in India, Ease of Doing Business, PMGS, Self-Reliant India and the recently launched NLP—the industry has received the support and the standards have been set high.

Experts said, "Now is the time to lead and reap." With the kind of

progress happening, experts believe India is ready to become a global transshipment hub in the coming years. According to a Cushman and Wakefield's latest report, Indian logistics and industrial market continues to attract global funds and investments in the sector in 2022 may surpass last year's investments. The sector has





attracted investments of Rs 8,257 crores since early this year.

While India's air freight market is estimated to be US\$12.41 billion in 2022 and is expected to reach

US\$16.37 billion by 2027, growing at a CAGR of 5.7 per cent. After the pandemic cases reduced, air cargo has recorded an increase in the cargo volumes and revenue. According to reports, freight carried

Indian logistics market continues to attract international funds and investments in the sector in 2022, it may surpass last year's investments

across Indian airports increased 27 per cent to 3.1 million tons in FY2022 compared to 2.5 million tons in 2021. While global freight increased 29 per cent to 1.9 million tons, domestic freight increased 24 per cent to 1.2 million tons.

While Mumbai saw a 26 per cent rise in global freight to 556,899 tons, Hyderabad saw an 18 per cent increase to 75,546 tons. On the domestic front, Mumbai saw a 40 per cent increase at 214,054 tons and Hyderabad saw a 38 per cent increase to 64,529 tons. Indian Airlines, during the last two years, have witnessed a 520 per cent increase in cargo revenue, stated reports. At present, there are 21 international and 35 domestic cargo terminals in India. MoCA has set 10 million metric tons target in cargo to be achieved by 2030. The government is establishing 33 new domestic cargo terminals by 2024-2025.

FACTFILE

→ Global freight rose by 29% to 1.9 million tons, domestic freight increased 24% to 1.2 million tons.

→ With the progress happening, experts believe India is ready to become a global transshipment hub.

Globally, APAC is the region with the highest cargo load factor globally, at 54.7 per cent in August, followed by Europe as the next best performer at 50.2 per cent. Cargo load factors in Africa (41.8 per cent) and the Middle East (46.6 per cent) declined by 2.9 ppts and 0.5 ppts,





respectively, compared with the previous month.

India has come a long way...but still there are miles to go. Despite the progress made, there remains a set of challenges, which hinders growth and cannot be neglected. Upskilling manpower to adapt to doing business in the new normal, which is paperless and automated, improving multimodal connectivity, reducing congestion at the ports and airports, trimming down high freight rates, adopting Sustainable initiatives, setting up AFSs and improvement in logistics infrastructure in remote locations and tier 2 and 3 cities—are some of the areas that need attention.

Ramesh Mamidala, CEO, Adani Airports said, "The two biggest risks for growth of air cargo in India presently are constraints related to the open skies policy and levy of

GST on export freight. GST will put pressure on the exporters and will increase cash flows."

Mahesh Malik, CCO, CarGo, IndiGo said, in FY 2040, "It is expected that air cargo capacity will increase fourfold to 17 million tons. The entire cargo handling process will be paperless, with dwell times cut to one to two hours. With the rise of e-commerce, India's freighter fleet is projected to multiply."

Lockdowns in China, ongoing Ukraine-Russia war, global recession can impact Indian supply chains in the coming years, addressed other stakeholders. From the e-commerce perspective, shipping during the peak seasons can be a quite a challenge. Return shipping/ reverse logistics is a complicated task and very much part of the overall e-tail experience.

Ferrying perishables quickly and in a good condition is a major challenge—lack of reefer trucks, cold chain infrastructure results in food wastage on daily basis especially in remote areas. With the growing consumers' demand—there is need for improved transparency, traceability, and agility. Ferrying perishables is one of the major areas for the industry today. Lack of logistics connectivity, end-to-end visibility, and supply chain resilience is required. The industry is optimistic of the growth in logistics and related sectors. The experts are certain of automation and AI in empowering logistics businesses, reducing inefficiencies and overall logistics costs in the coming years.

CARGOTALK spoke to logistics and air cargo industry experts to do a ground reality check and find out crucial areas of concern. ➔

INA NUTSHELL

- ➔ From e-commerce perspective, shipping during the peak seasons can be quite a challenge.
- ➔ Skill development required in the logistics and air cargo sector.
- ➔ Lockdowns in China, Ukraine-Russia war, global recession can impact Indian supply chains.
- ➔ Lack of logistics connectivity, end-to-end visibility, and supply chain resilience is required.
- ➔ Ferrying perishables is one of the major areas for the industry.



Levy of GST to increase cash flow, burden on exports



Ramesh Mamidala
CEO, Adani Airports

“ Global air cargo industry has suffered a lot, especially during the pandemic. The crisis had a huge impact on the cargo volumes. But now the air cargo industry is moving towards growth. We should focus on the Union Ministry of Civil Aviation’s vision to achieve 10 million tons of cargo by 2030. Also some policy changes are required, and there are various air cargo associations that have been lobbying for these policy

changes. Indian freighters have been witnessing a recovery now in the current times when the pandemic cases have reduced and working on bringing back capacity. Freight rates are adjusting now. Airport infrastructure also needs to be developed, especially in the remote and interior areas. Technology integration is happening with ULIP and Kale’s Air Cargo Community System (ACCS) at a fast pace so that is a good sign. The two biggest risks for the growth of the air cargo in the country at present are—constraints related to the open skies policy and levy of GST on export freight. GST will unnecessarily put pressure on the exporters and will increase cash flows.”

Need AFSs to make India global cargo hub



Vipin Vohra
Chairman, Continental Carriers

“ The Union government had launched the policy for AFS in 2014 and mine was the first approved greenfield Air Freight Station in India in 2016, but the terminal operators want to create monopoly instead of creating competition. Since we know that logistics cost is high in India, they want to charge full TSP, while not doing 15 per cent of their jobs. About 85 per cent of the jobs will be done by AFS, even customs cost

recovery will be done by the AFS operators, their job is only to take the cargo in ULD out from the trucks to the flights, why should customers pay twice? I have approached all the government bodies, but this issue is not being resolved. It was my father’s dream to build a Greenfield AFS in India and I will continue to fight for this. India has the potential to become air cargo hub soon. But for that, a few policies need to be changed such as uniformity in the present policies of the customs at each airport, the airport policies, the security policies, the issue of the transit cargo needs to be X-rayed at every airport or at the origin airport.”

Rise of e-commerce to expand India’s freighter fleet



Mahesh Malik
Chief Commercial Officer, CarGo, IndiGo

“ Ground handling and airport operations will be fully automated and driven by electric ground support equipment. Check-in, bag drop, immigration clearance, and retail shopping will be automated, with minimal human intervention. Indian airports will invest heavily in cloud computing capabilities, which will enable integration of safety and security data sets such as security camera feeds, facial recognition, luggage

scans and security incident reports. This is evident with the launch of DigiYatra programme to facilitate paperless travel and avoid multiple identity checks at the airport enabling seamless and hassle-free travel. Beta versions of the app have been launched in Bengaluru, Delhi, and Hyderabad. India’s infrastructure for aviation education and skill development will undergo an improvement. Students from across the world will be drawn to its excellent aviation education system. In FY 2040, it may increase fourfold to 17 million tons. The cargo handling process will be paperless, with dwell times cut to one to 2 hours. With the rise of e-commerce, India’s freighter fleet is likely to multiply, and it will eventually turn into a transshipment hub for South Asia.”

Ukraine-Russia war can impact supply chain



Keku Bomi Gazder
MD, Aviapro Logistics

“ The air cargo industry is not growing at a speed at which other industries are growing. We are not innovating with products or services that need innovation and growth. So that is one pain point that needs to be addressed. This will take time. It is not easy as this is one of the heavily regulated industries. But I am convinced we are on the right track and there will be clear results on the way forward. I think logistics

cost is not that high as has been shown. If we look at it in a deeper sense the challenge is that the component, for example, of air freight within the overall logistics is not even 7 per cent, while we are projecting the logistics cost for the industry is 12 to 14 per cent. This number is not factually authentic. There are signs of uptake in the business and an indication the traffic volumes are on the rise and will continue to rise. However, the ongoing Russia-Ukraine crisis is one of the challenges that the sector is facing, which has severely impacted global supply chains. A contraction in the automobile industry is another concern. It is dependent on the consumers’ purchasing power, but advance planning will help in overcoming this.”





Upskilling manpower: need of the hour



Huned Gandhi
MD, Air & Sea Logistics, Indian Subcontinent,
Dachser

“ There is a need for getting skilling and training imparted for the new workforce because the industry is going to need new talent. At this stage, I see a shortage in terms of talent that we could hire in the company. The logistics industry, and in fact, the world is getting more complex, and we need highly skilled employees. In terms of infrastructure, a lot is being

done, but that is not enough. New highways are being developed. The Union government has launched the National Logistics Policy (NLP), which is comprehensive. The objective of the policy is to bring down the logistics cost. Now it is not only the government's policy but also ours to understand NLP and implement it in a proper way. Tremendous efforts have been made to develop dedicated freight corridors, coastal waterways, and railways. I feel there is a high dependence on road freight in the country and reduce logistics cost down. At the same time, we also need to focus on both road and rail freight. ”

Resolve bottlenecks to achieve growth



Coen van der Maarel
MD, Sri Lanka & Maldives, Kuehne+Nagel India

“ The logistics costs has been a concern for a while in terms of global market competition and the recent efforts in making India the global manufacturing hub with 'Make in India' movement. The government has taken steps to cut logistics costs by 5 per cent from the current 14 per cent. If the target is realised, it will catapult India to the league of developed nations where the logistics costs is 8-10 per cent of the GDP.

Framing of state-level logistics policies and master plans, single-window clearance system for logistics, grievance redress mechanism and large-scale skilling will help achieve ambition. The government has made efforts to enhance multimodal infrastructure and connectivity, which is a concern. The need is to develop warehousing infra in fringe areas of metropolitan hubs and in commerce corridors. Adopting a tech-driven documentation approach would have an impact on the sector as it avoids transit delays and untimely deliveries caused due to improper documentation. There is a need for PPP model in bridging the gap in skilling manpower to fulfil its future needs. Steps are being taken by the government to improve AFS. ”

Key priorities are resilience, agility, safety

Deven Pabaru
CEO, Stellar Fulfillment Solutions

“ Skill development has always been a key focus area for the govt and bodies such as CII, which conducts training modules regularly to upskill the talent force in the industry to enhance the overall efficiency of the industry. Investments in technology to ensure speed, efficiency and transparency has proved to be a strong anchor for new age companies by improving their service levels. The government is looking at expanding the infrastructure with initiatives such as 80 new airports by 2025. Consistent efforts from all the directions hold the key to propel India



ahead. Two of the biggest learnings of recent times are agility and Safety. At Stellar, we have always been safety conscious whether it is our processes or people. Stringent rules and policies are framed, implemented, and monitored. This was a boon during the pandemic as we were quick to rise to the occasion and ensure minimum business disruption. The other aspect is agility. It is a way of life as it is the business edge, we provide to our clients to cater to their requirement of large warehouse facilities or transportation which is possible through technology and processes. This ability to adapt to the situation with effective planning for infrastructure, technology and manpower is what is holding us in good stead. ”

Perishable products movement requires resilience



Saurav Chakraborty
COO, Lords Freight

“Most shippers must cope with the difficulty of moving perishable goods in a secure manner. These problems become complicated and aggravating for carriers and because of the rising consumer demand for improved transparency, traceability, and freshness of consumables. Some of the challenges are: Inventory Management: Manufacturers, retailers, and distributors must collaborate to keep an eye on inventory levels at

the point of sale to maximise food and beverage inventories. They must trace it across warehouses and fulfilment locations. Reduced client happiness, lowered sales, and lower profitability are the results of failure to achieve this. Increasing Regulatory Procedures: Find methods to enhance quality and safety of the food and beverage items. These concepts are sometimes transformed into rules that aid in regulating the production, storage, and transfer of goods. Forecasting: Accurate forecasting continues to be a problem in the sector, along with inventory control. Threat of product recalls and quality control: Quality control is must for effective and secure production of all food and beverages, whether it be failing to correctly monitor temperatures for cold storage or perishables during transit or a facility's cleaning procedures. Lack of Logistics connectivity: We have limited direct flights to cater the prevailing demand from the source of origins in India. Hyderabad, Ahmadabad, Vizag, Bengaluru, Cochin and Thiruvananthapuram do not have direct flight options to area 1 lands of IATA, which leads to transit delays and quality of services.”

Deploy technology to enhance efficiency



Soham Chokshi
CEO and Founder, Shipsy

“Automation and Artificial Intelligence (AI) play a critical role in empowering businesses in order to reduce overall logistics costs and manual interventions. They can achieve high levels of supply chain efficiencies by automating core logistics planning processes such as routing, scheduling, order allocation, freight procurement, customs management, and the like. To cite an example,

advanced route planning tools can reduce last-mile delivery costs by as much as 14 per cent. Our advanced logistics management platform enables businesses to build highly resilient supply chains that can quickly respond to changes in demand and supply, accurately predict demands and mitigate transportation risks. Advanced technologies such as AI, Block-Chain, Predictive Intelligence, Big Data Analytics, and Automation will make a winning difference for enterprises in building robust strategies for addressing unprecedented supply chain disruptions.”



Seamless reverse logistics required

Dipanjan Banerjee

VP, Sales, Express and EDS, Ecom Express

“Shipping during the peak season can be a quite a challenge. Return shipping is a part of the overall e-tail experience and with proper planning and collaboration with dedicated e-commerce focused logistics players, it is possible to provide seamless process when it comes to returns. The volume of return shipments is estimated during the planning stage itself with the help of data and trends for predictions and we leverage analytics to understand returns patterns. We plan for space and resource demand for peak seasons based on these insights. We work with our customers to plan the returns management



as the goal is to use returns as an opportunity to increase the e-commerce/online brand's customer satisfaction. Our automated shipment sorters at Return Centers ensure quick processing of shipments for transit back to portal warehouse/seller. Features such as Proactive Return Updates reduces customer inquiries. Our Quality Check-Reverse Logistics solutions ensures the return product is checked for authenticity and damage at the doorstep of end-consumers. When it comes to e-commerce, customer expectations are evolving, and the basic needs of consumers of yesteryear will not reflect the needs of the current consumers. Hence, when it comes to Returns, we ensure that all risks are mitigated to ensure a smooth reverse logistics.”



Technology makes supply chains resilient

Future of supply chain will depend on predictive analytics and operational optimization. Intelligent SaaS platforms, AI-based tech tools and automation will make it easy to understand health of supply chain and predict any performance hurdles that might sprout shortly. Below-mentioned trends will be key to aching supply chain in future



CT Bureau

Logistics is a rapidly changing industry with new technological advancements each day. The industry must work towards increasing the efficacy and agility of the supply chain. Here is how:

EVs will help businesses reduce global greenhouse gas emissions. EVs help in saving about 40 per cent in delivery costs as compared to other vehicles. This leads to increased ROI and aids in sustainability. Currency with hyperlocal and LMD no order ticket value is small. In such a scenario, it

currently are mostly manual. All these processes such as order sorting, order picking and forward delivery allocation are meticulous tasks and take a lot of time. Automation can help businesses in overcoming this bottleneck by eliminating issues like delays, human errors, pilferage,

is becoming a crucial part of supply chain management. Discerning key locations for micro-warehouses or fulfilment centers will be key to aching supply chain agility in the coming years. Besides this, warehousing will also include automated order tracking, order cancellation and buying patterns to ensure end-to-end visibility. Warehousing operations will include inventory management down to the designated shelf, rider allocation, and order management.



Route optimization: Currently, there is no system in place that helps riders with route optimization. This has become one of the major bottlenecks for the supply chain management. There is no software or algorithm in place to help figure out the shortest route for delivery. Technological advancements in the same will be one of the biggest trends in supply chain management.

EV adoption: An efficient supply chain is crucial for businesses today and this is where electrical vehicles (EVs) step in. The transportation sector witnessing technological growth and automotive technology innovation in EVs allows for connectivity and end-to-end visibility. This has made them perfect for adoption in the logistics sector making the supply chain more responsive and agile. Even though in its nascent stage, EV technology is already proving to be promising. The transition of fleets to

is important for companies to apply cost-effective methods for logistics and EVs provide them with this opportunity.

Automation: Automation in the supply chain sector is the next big advancement. Many retailers are already experimenting with automated warehouses, drone deliveries among others. Automation will not only advance hyperlocal, but also sort the backend processes in supply chain management. The back-end processes

risks to human life and the like. This increased operational optimization via automation is one of the main trends in supply chain management.

Strategic warehousing: With the growth of hyperlocal, the companies are looking at strategic warehousing to optimize costs, time, and operations for hyperlocal.

Forecasting the trajectory for inventory management via tech-based tools and advanced analytics



Ratheesh D
Director
CABT Logistics

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



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Are drones a necessity for cargo industry?

There is an appetite in the industry to develop and utilize drone technology that can deliver cargo. Can sophisticated drones overtake freighters to transport cargo? Having no pilot or crew on board, can a drone make deliveries swiftly, limiting quite a few overheads?



CT Bureau

Demand for drones has increased during the pandemic and there are more than 70,000 active construction projects in the Middle East countries, including the United Arab Emirates (UAE), Saudi Arabia, Turkey, Israel, and Egypt. The demand for drones in the construction sector for applications such as 2D and 3D modelling, mapping, land surveying, progress monitoring, waste reduction, and job site surveillance, is increasing and is,

FACTFILE

- We do not foresee a time when drones will replace the cargo aircraft completely.
- Drones offer great potential in the delivery of lifesaving medicines and vaccines.

propelling the market growth in the Middle Eastern region.

The demand of drones has increased in applications such as postal delivery and agriculture, particularly in Africa. The agriculture sector is witnessing the highest demand for drones for soil scanning (nitrogen content monitoring and electrical conductivity monitoring), crop monitoring, pesticide spraying, pest, weed, and disease detection, fish population monitoring and other technical aspects. But can

drones take over the task of air cargo transportation?

Technological advancements such as hybrid propulsion in Vertical Take-off and Landing (VTOL) drones, which increases the loitering time, Augmented Reality (AR) technology for 2D and 3D Mapping, and Artificial Intelligence (AI) in crowd controlling, have propelled the growth of the drones' market in countries, such as Israel and South Africa.

Having no pilot, crew or passengers on



board, a drone offers users a chance to make deliveries swiftly and limiting quite a few overheads. Drone manufacturers are introducing new drones to attract customers in the Middle East. For instance, in August 2022, the dealer of DJI Enterprise in the Middle East, The Drone Centre officially announced the launch of two DJI Enterprise solutions in the region, the DJI M30 Series and DJI Zenmuse H20N. The drone market in the Middle East has huge growth opportunities in the coming years and will experience increased competition among manufacturers to tap into this market.

DRONES, A HOT TOPIC

In February 2022, UVL Robotics launched the first delivery drone in the Middle East, day-to-day parcel delivery, based on drones. The payload of flying couriers is 6.6 pounds. Delivery drones can cover more than 25 miles. As of December 2021, Morocco and Israel were preparing to build two factories for unmanned aircraft in the Al-Aoula region of North Africa.

Martin Drew, Senior Vice President, Global Sales and Cargo, Etihad Aviation Group, said, "Drones have

become somewhat of a hot topic in recent years, with several companies announcing the development and trials of autonomous drones capable of transporting cargo. The benefits of smaller and nimble aircraft capable of carrying loads make it easier to transport cargo to remote areas. However, despite the anticipated benefits, drones are not commonly used by air cargo carriers, with the new technology remaining largely untested."

"We do not foresee a time when drones will replace cargo aircraft completely. Drones do not have the capacity to transport large volumes of cargo on a single aircraft, making economies of scale challenging to achieve. Also, we anticipate significant barriers to entry for larger capacity unmanned aircraft as the ecosystem for the secure handling and air traffic management for crewless flights does not currently exist.

That said, there is an appetite in the industry to develop and utilize drone technology, capable of delivering cargo. In addition to offering quicker access to remote parts of the world, drones will increase the speed at which customers can receive goods. Drones also offer great potential in the delivery of lifesaving medicines and vaccines, which currently depend on road feeder services for last-mile delivery.

These benefits have placed drones firmly on the radar of many sectors,



Amber Dubey
former Joint Secretary Civil Aviation Ministry
Government of India

Cargo drones are here to stay. This is a new breakthrough tech, which is very versatile. It can carry small payloads from 1 kg to 100 kg



Shankar Subramoniam
Executive Director, National Association
of Freight and Logistics (NAFL)

Drones have lot of potential in ship chandelling supply, oil field offshore supply, monitoring, surveillance, among others

including e-commerce, healthcare, and engineering.

"However, we still have a long way to go before drones offer a viable alternative to traditional cargo-carrying aircraft. There are still hurdles in terms of regulatory acceptance. To date, drones also face capacity limitations, as they are unable to carry large volumes. Market perception is also a challenge, with end-users



being unwilling to entrust their high-value and sensitive commodities to unmanned aircraft," he said.

Shankar Subramoniam, Executive Director, National Association of Freight and Logistics (NAFL) said, "The drones have lot of potential in logistics such as ship chandelling supply, oil field offshore supply, monitoring, surveillance, security controls, tourism, and health care support. Increasingly they are being used for warehouse operations, including inventory management, and searching for lost goods, shuttling goods between distribution centers and last mile delivery, often a very expensive part of a trip."

Mohamed Shawky, Co-Founder and Chief Executive Officer, GIS Drones explained, "For small objects such as deliveries from Amazon and medical supplies among others drones are already helping in this field but before they can be mass-produced and introduced as a solution to overcome some challenges. One of these is better AI technology for autonomous control. To conclude, drones can only be a viable solution



Mohamed Shawky
Co-Founder & CEO
GIS Drones

Drones are used for warehouse operations, inventory management, and searching for lost goods

for short distances and extremely quick delivery of small goods."

His company was established in 2020 and aims to become the foremost drone services provider in the UAE and the Middle East, focused on Drone-Powered Solutions delivery. Although he is engaged in developing drone technology, he believed, "Drones cannot replace large-scale cargo operations that carry a huge load or cargo over long distances, but for short-range and small deliveries, they are a faster and cheaper alternative. But for them to be a good and viable solution, we need to work on perfecting a few steps before releasing them. Right now, drones are limited by their range, weight-lifting capacity, and multitasking. To increase their range and weight capacity, there are needs to be innovative breakthroughs in new energy-dense batteries that can last longer."

Currently, drones are being manufactured keeping a specific task in mind. If it is a surveying drone, it will have better cameras. If it is needed for thermal analysis, it will

have better thermal sensors, but normal visual cameras. If it is needed for FPV analysis of tricky locations, it will be small and portable with a normal sensor payload. The innovative thing would be to come up with multipurpose drones that can handle any task with a slight change of sensor payload. And some examples of these are already available on the market but they can still be improved.

One thing unique about the drones being used in the UAE region is the FPV drones' niche. First-person drones that allow beyond visual sight drone operations are not fully legal in other regions of the world. But they are being tested in specific regions in the UAE and will be licensable and legally approved for drone operations during projects. That is one thing unique about the implementation of drones in this region.

Talking about cargo drones' perspective in India, **Amber Dubey**, former Joint Secretary Civil Aviation Ministry, Government of India, said, "Cargo drones are here to stay. This is a new breakthrough technology which is very versatile. It can carry very small payloads of just less than about a 1 kg to right up to 100 kg. There are also drones, which are currently being developed that can even carry human payload. These drones themselves can carry about 2,000 kg. Since they carry from tiny 2 kg to 2,000 kg, the versatility of the drones is because of the technology."

He also said, "Here, we have this production-linked incentive scheme wherein, you will be surprised to know, the drone manufacturing turnover was about ₹60 crores and the government in the next three years will give ₹120 crores to the manufacturers. There is an unheard of kind of scheme wherein the government is giving double of what the entire manufacturing base of the industry was, and this will take place after three years. We have done the eligibility testing and I am happy to report that 23 companies have been shortlisted by





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the government and they will get the ₹120 crores in three years. The other good news is that these the turnover of these companies has gone up in one year from ₹88 crores to ₹319 crores. So this is the scale at which this technology is growing. We are working with more than 14 ministries, from mining to railways to transportation to agriculture, and we are working with them to see how we can proliferate drones, especially in rural areas, because they have immense use."

AUTONOMOUS DRONES

"We believe that autonomous drones show real potential and will have a place in the future of air cargo. Etihad Cargo is exploring the utilisation of drones in collaboration with DRONAMICS, which is developing a long-range, remotely-piloted and fuel-efficient cargo aircraft capable of transporting 350 kg over 2,500 km. The transportation costs will be 50 per cent lower than traditional aircraft. The airplane will fly autonomously and can be monitored and managed remotely via satellite," added Drew.

Simon Johnson, Aerospace Industry Expert, Innovaud recently made an interesting presentation at the Abu Dhabi Air Expo. Innovaud is a Swiss



Martin Drew
Senior Vice President, Global Sales & Cargo,
Etihad Aviation Group

Several firms have announced the development and trials of autonomous drones capable of transporting cargo



Simon Johnson
Aerospace Industry Expert
Innovaud

Drones cannot take over cargo operations, but only in cases case such as delivering medical samples

based company that has a long history of supporting innovation by startups, scale-ups, Small and Medium Enterprises (SMEs), and large technology companies.

Discussing some of the drone innovations, Johnson said, "Long-

range Beyond Visual Line of Sight (BVLOS) authorizations and over time full certification i.e., equivalent to manned aviation and with full airspace integration (VFR/VMC & IFR/IMC), Electric Vertical Takeoff and Landing (eVTOL) and extreme Short Takeoff and Landing (eSTOL). Swiss Dufour Aerospace is also working on a drone cargo version of their tilt-wing hybrid electric aircraft."

He quipped drones cannot take over cargo operations, "Only for certain use case such as delivering medical samples to laboratories or remote location. Belly and volume cargo on busy (long distance) routes will be handled by manned aviation for a few more years." Of course drones are "becoming cheaper to operate, quieter and emit less carbon than traditional air cargo. They will also land or airdrop cargo in locations not reachable by manned aviation".

Elaborating on some of the features that drones have which no other aviation mechanism has. Johnson said, "Autonomous operations in case of temporary loss of communication link or positioning/navigation/surveillance systems (mission hold procedure). A parachute in case of a major failure (mission abort procedure). With technology evolving at a break-neck pace and regulators looking at drones as a alternative to accessing remote airports and regions and supporting the delivery of sensitive commodities in smaller quantities, drones may occupy a niche market in air cargo. We could see drones replacing the road feeder services on short-haul routes, carrying smaller weights," said Drew. 📌



FACTFILE

- ➔ We could see drones replacing road feeder services on short-haul routes, carrying smaller weights.
- ➔ Belly and volume cargo on busy (long distance) routes will be handled by manned aviation.

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First Warehousing symposium

The Warehousing Association of India (WAI) organized its first symposium in New Delhi on 11 November at The Oberoi Hotel. The event began with a welcome note by Manu Bhalla, President followed by lamp lighting ceremony by Chief Guest Som Parkash, Union MoS Commerce & Industry, GoI. The e-handbook on 'Warehousing Standards' by WAI was also released.







Infra growth to fast track supply & demand

With strategic planning and long-term focus, government's initiatives act as catalyst to growth of industry. Developing and connecting national highways, road infrastructure, rail and ports will lead to seamless movement of goods for domestic consumption and EXIM cargo," says **Rajesh Jaggi**, Vice Chairman, Real Estate, The Everstone Group.



Ritika Arora Bhola

How has been the year 2022 for IndoSpace? Share with us your recent innovations and developments?

The COVID crisis caused global distress and added headwinds to the already slowing Indian economy. It had a significant impact on the overall macro economy, including the industrial and logistics sector of India. However, 2022 has been constructive for Indospace and we have continued our consistent growth trajectory. Adding to that, the introduction of the National Logistics Policy (MLP) has proved helpful in accelerating the adoption of industrial and logistics infrastructure across India. We have signed an MoU with

FACTFILE

- Rail and ports will lead to movement of goods for domestic consumption and EXIM cargo.
- This infrastructure will improve the speed to market, reduce time and enhance dependability.

Karnataka to invest Rs 3,000 crore in the state over the next seven years. We have inaugurated new parks in Chennai, Delhi, and Bengaluru to expand our pan-India footprint to 51 million sq.ft. We have welcomed major tenants from across the world in our world-class industrial and logistics parks in India. Going forward, one of our focus areas remain environmental sustainability and we are taking several steps in that regard. We have implemented smart sensors and e-bikes in our parks using our unified technology platform.

The government's initiatives to develop NHs, logistics, road infra, and dedicated freight corridors were appreciated. How do you foresee the future of the industry?

The infrastructural development will help fast track the rising demand and supply chain ratio in the country. With strategic planning and long-term focus, the government's initiatives can act as a catalyst to the growth of the industry.

Developing and connecting national highways, road infrastructure, rail and ports will lead to seamless movement of the country's goods for domestic consumption and EXIM cargo. This infrastructure will improve the speed to market, reduce time and enhance dependability and visibility across the supply chain. With such consumption potential, the requirement for storage and warehousing is expected to spike up. The industry's outlook seems to be positive as suggested by a few reports,



which showcases a growth trajectory over the coming years.

What are the most important metrics that track your services' success, while serving a particular customer?

IndoSpace's quality management systems are focused on creating the best Grade A warehouses. We ensure that each stage of construction is completed to the highest specifications and quality control standards. All our services are planned and closely monitored to ensure that it meets the specific requirements of our tenants. Here are a few key steps taken to provide them with world-class warehouse facilities.

- Stringent internal audit module to ensure 100 per cent compliance
- Daily quality checks done by professionally trained teams of site engineers
- State of the art software that ensures quality checks
- We ensure our clients always meet regulatory requirements by communicating and coordinating with the government for informational clarity from time to time
- Through our technical and maintenance services, we guarantee operational efficiency of our client's assets, minimal breakdowns, and reduced downtime
- We carry out safety drills and tests to optimize the safety and security of our clients, their assets, and operations

- We undertake regular updates on our operational modules to stay up to date to the latest guidelines and technologies

Through multidisciplinary activities, facility management has helped optimize the functionality, sustainability, and safety-related aspects at IndoSpace. Our hands-on approach and exceptional customer service allows our clients to concentrate on their core operations. We have created a modern logistics ecosystem by deploying cutting-edge technology in facility management services to help improve our clients' operational efficiencies.

How crucial is the role of technology in warehousing? Do we have trained drivers and skilled labourers to facilitate the same?

Tech advancements allow parks to remain adaptable in changing market conditions, meet rising customer expectations, and make efforts to improve environmental sustainability. The deployment of automation and robotics solutions will grow as the adoption of Grade A warehousing infrastructure grows increasingly commonplace. Process automation assists in increasing productivity, eliminating manual tasks, reducing manual errors, eases up and down scaling for season demand cycles. At the park level, Indospace monitors the movement of goods and materials within the park grounds using sensors and digital trackers. This apart, we use digital tools to make travel easier and to track consumables such as water and electricity within the park. The Internet of Things (IoT) technology is deployed at IndoSpace parks to develop and operate Smart Park infrastructure with internet-enabled intelligent systems. We also employ drones for construction monitoring and to help our clients with real-time updates. Technology has always been at the core of IndoSpace and will continue to be an important factor in our growth story.

What are the strategies you are planning to devise to perk up the company's operations for efficiency in business and network enhancement?



Rajesh Jaggi
Vice Chairman
Real Estate, The Everstone Group

Tech advancements allow parks to remain adaptable in changing market conditions, meet rising customer expectations

Our strategy is to provide the best-in-class, compliant and environment friendly facilities supported with the latest technology. From rooftop solar panels to natural ventilation designs to green material selection and water conservation—we are incorporating the latest design and sustainable solutions into our facilities to help businesses operate efficiently. IndoSpace strategically locates parks to cater to the needs of various sectors, which allow for sophisticated planning across regions, routes, and modes of transport to easily achieve time and cost goals. Going forward, we expect faster adoption of advanced technologies such as automated storage and retrieval systems, autonomous robots, picking and packing automations, Block-Chain, Big Data, and ML.

Tell us about your expansion plans, especially in tier II and III cities. What has led to this shift?

Transformation of e-commerce has led to the emerging consumption hubs in tier II and III cities. The rise of warehousing in tier II and III cities is encouraged by govt schemes. The 3PL companies are consolidating the requirements of e-commerce players in tier II and III cities. Tier II and III cities have more landmass accessible to carry out full-fledged operations and cheaper rentals. IndoSpace spotted the trend early and is leading the industry in expanding its footprint to tier II and III cities. In 2019 and 2020, IndoSpace launched six parks across the country in tier II and III cities, including Rajpura, Coimbatore and Sri City. 📍



E-com drives warehousing movement in tier II, III cities

We are improving new modes of transportation to become total logistics service provider by 2027. We launched environment-friendly initiatives and 'Surface Express' to enhance its distribution channel and to augment last-mile delivery, says **Nikhil Agarwal**, President, CJ Darcl Logistics.



Ritika Arora Bhola

After COVID, how important has it become for logistics firms to design the supply chains of the future, which are able to meet ever evolving customer requirements?

Keeping in mind the needs of the future, the firm advocates logistics to improve the flow of goods through efficient movement of goods. We use technologies such as

transport management solutions, technology driven freight management, fleet centralization, connecting to customers through unified portal, data driven decision making and performance evaluation.

CJ Darcl Logistics has digitalized its operations with company-wide ERP-SAP, TMS and other pilot applications. Their implementation has eased the flexibility and visibility of our operations.

The company uses GPS and SIM based tracking systems to know the geographic location of the consignment to better serve its customers.

CJ Darcl offers a range of multimodal transport and warehousing services. What are the crucial areas of concerns/ challenges prevailing when it comes to the same?

One of the secrets of the company's success is its efficient Asset Right

Model. The company has a fleet of 800 owned heavy vehicles and 800,000 associated vehicles, which we believe, helps us in providing single window solutions to customers via door-to-door services. The 4,000-employee company has a pan-India network of more than 170 branches, covering road transportation across the country and extending to Nepal, Bhutan, and Bangladesh. It has a presence in the construction equipment business



in South India mostly through multinational companies.

CJ Darcl Logistics has its multi-user warehousing facilities at various locations to achieve last-mile deliveries and to meet real-time deliveries by making them cost-effective and saving its turn-around time (TAT). The biggest challenge is poor infrastructure and lack of digitization. High fuel tariffs, traditional equipment usage also hampers the supply chain and make the logistics sector weak. Other challenges include shortage of drivers and other skilled personnel, warehousing and taxation discrepancies, slow transition into new technologies and intense competition from global players are hindering the growth of this sector.

Current Logistics market is drifting towards Environment Sustainability. What are the challenges for logistics industry in setting-up goal for carbon neutral?

India aims to reduce its carbon emissions by 45 per cent and become carbon neutral by 2030. In alignment to the



government, the company commenced its multimodal connectivity by linking all modes of transportation under one umbrella to save fuel, turn-around time and for speedy deliveries. CJ Darcl is taking a step forward in promoting renewable energy by transporting solar panels to various locations. Transforming operations from road to rail is helping in less carbon emission. CJ Darcl is also planning towards the carbon sustainability by choosing alternative fueling methods as it conducted trial run by using 1 per cent biofuel, which reduced 30 per cent carbon emission.

Drawbacks in terms of challenges are lack of Infrastructure such as EVs can be used for short mile pick up and last-mile deliveries. As per Indian infrastructure, it does have fewer charging stations therefore electric vehicles can only cover short range with 160 to 200 km/ charge. For large organization such as CJ Darcl, EVs cannot carry payload of 2 tons due to the battery load and are at least 3.5 times more expensive than conventional vehicles. In case of road, rails, short haul will require separate or special infrastructure for different deliveries.

They are more suited to NHs and straight routes, while mountain slopes and ghats are still a challenge. RTOs are unaware about the road-rail issues, which may occur on the interstate-borders. Also, hub and spoke infrastructure for the trailers needs to be established for enhancing efficiencies and lowering down the operational cost of logistics.



Nikhil Agarwal
President
CJ Darcl Logistics

High fuel tariffs, traditional equipment usage also hampers the supply chain and make the logistics sector weak

Last few years have witnessed a warehousing shift towards tier II and III cities. What are the major factors driving this demand?

CJ Darcl is currently catering to FMCG, Industrial, Retail and Automotive industries with holistic warehousing management—first mile delivery to middle mile delivery and last-mile delivery—hyper local delivery and in-plant logistics services, along with the support of intra-facility automation. We offer real-time deliveries which save TAT, fuel and avoid wastage of agro products. CJ Darcl has 12 major warehouses at top tier locations and has capabilities to lease or rent warehouses in other cities as per the client's requirements.

The reason for the momentary shift of warehouses towards tier II and III cities is due to the boom of e-commerce market. Demand for e-commerce jamming strong in these cities and to achieve quick mile deliveries and other processes, warehouses are accommodating the growing expectations of the customers.

Could you explain what makes your company better than its competitors?

CJ Darcl Logistics has set a target of becoming the number one logistics service provider in India by 2027. The company hopes to achieve this by investing in adoption of technologies such as transport management solutions, technology driven freight management, digitization, connecting to customers through portals, data driven

FACTFILE

➔ Demand for e-commerce is strong in remote cities and to achieve quick mile deliveries and other processes, warehouses are accommodating the growing expectations of the customers





decision making and performance evaluation. CJ Darcl Logistics has invested heavily in technology therefore company has mostly computerized its ops with company-wide ERP-SAP whose implementation and flexible visibility options en-route the consignments, based on GPS and SIM-based tracking. The company has achieved a success rate of 99 per cent safe deliveries and 98.37 per cent on-time deliverable, making it the first choice of all leading companies in India across verticals. Its superior customized supply chain solutions, allows it to deliver best-in-class logistics services to different sectors such as iron and steel, oil and gas, automobiles, pharmaceuticals, consumer durables, infrastructure, textile, and chemicals. As we have all the verticals, roadways, railways, coastal and airways, fleet centralization can help in linking up all the modes of transportation and be cost-effective.

What are the global best techniques and strategies you are planning to infuse into the firm's ops for efficiency in business and network enhancement?

CJ Darcl's success has been driven by an increased investment in infrastructure, last-mile connectivity, asset-right model which help the company to increase its network, achieve real transit times,

CJ Darcl Logistics recently launched 'Surface Express' to enhance its distribution channel and to provide last-mile deliveries

avoids Damage, Excess, Pilferage and Shortage (DEPS) and fulfills all the services with the high safety standards, making it best-in-class technology, ensuring real-time visibility of consignments and end-to-end shipment. The warehousing and distribution management of CJ Darcl offers services such as shelf-life maintenance, product mixing, packaging, cross-docking, barcode scanning, order-fulfillment, and other ancillary services.

According to demand specific characteristics, the products are stored in different types of warehouses such as climate-controlled, ambient, automated, fulfillment centers and distribution centers.

The company improves the accuracy and volume of throughput by providing emphasis to the layout for value-added services within its distribution centers. The company further designs the layout of the warehouse, the level of technology and automation required, and the process to be done, that is, based on the variety and volume of goods being processed.

The door-to-door ground distribution network of CJ Darcl backed with ace technology, offers our client- the facility of barcode, tagging and tracking their

consignments and shipments, every step along the way – from dispatch to delivery. We also offer a live tracking option to follow the route map of the consignment, along with a dedicated customer portal for bulk orders and a dedicated fleet network maintained by our in-house, professional team. CJ Darcl adds an extra effort to achieve real transit time in the industry with high precision operations.

Please tell us about your recent innovations and developments and share with us your major expansion plans or projects in pipeline?

CJ Darcl Logistics is constantly innovating and improving new modes of transportation with the aim to become Total Logistics Service Provider by 2027. CJ Darcl Logistics recently launched 'Surface Express' to enhance its distribution channel and to provide last mile deliveries to its customers. Backed with ace technology, CJ Darcl Logistics offers the facility of barcode tagging and tracking their consignments and shipments, every step along the way – from dispatch to delivery.

Heading towards the technology, the company also offers a live tracking option to follow the route map of the consignment, along with a dedicated customer portal for bulk orders and a dedicated fleet network maintained by company's in-house, professional team. In addition to this, CJ Darcl Logistics discovered new routes for faster deliveries and recently initiating the trial run from Kolkata port via Bangladesh to link Northeast by cutting the distance of 1,200 km.

The company operates in break-bulk movement between India and Bangladesh through barges, using the Indo-Bangladesh protocol route. The shipment via barges includes foodgrains (rice, wheat in bags) steel materials (sheet, pipes). The firm operates in multi-dimensional containers which allows the company to carry long products such as pipes, bars, dwarf containers for light weight cargo, openable containers for glass product movement and infusion of specialized containers as per client's cargo suitability. 📦

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Export growth in commodity groups in October 2022

Sl. No.	Commodities	(Values in million US\$)		% Change OCT'22
		OCT'21	OCT'22	

Commodity groups exhibiting positive growth

1	Oil seeds	84.26	149.98	78.00
2	Oil Meals	55.80	91.87	64.64
3	Electronic Goods	1347.00	1853.77	37.62
4	Tobacco	85.28	102.68	20.40
5	Tea	65.37	72.88	11.49
6	Rice	692.38	703.96	1.67

Commodity groups exhibiting negative growth

7	Iron Ore	78.73	7.83	-90.05
8	Handicrafts excl. hand made carpet	198.99	98.05	-50.73
9	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	1335.97	719.03	-46.18
10	Jute Mfg. including Floor Covering	43.55	23.57	-45.88
11	Cashew	43.30	25.23	-41.73
12	Carpet	173.19	107.13	-38.14
13	Other cereals	62.23	44.53	-28.44
14	Plastic & Linoleum	782.88	580.53	-25.85
15	Man-made Yarn/Fabs./made-ups etc.	468.69	350.56	-25.20
16	Meat, dairy & poultry products	383.67	299.20	-22.02
17	Gems & Jewellery	4221.22	3311.27	-21.56
18	Engineering Goods	9401.21	7402.97	-21.26
19	RMG of all Textiles	1254.13	988.72	-21.16
20	Mica, Coal & Other Ores, Minerals including processed minerals	441.80	351.90	-20.35
21	Spices	333.22	268.11	-19.54
22	Organic & Inorganic Chemicals	2569.37	2146.88	-16.44
23	Petroleum Products	5355.77	4751.69	-11.28
24	Marine Products	807.77	720.32	-10.83
25	Ceramic products & glassware	284.47	256.84	-9.71
26	Drugs & Pharmaceuticals	2064.45	1873.73	-9.24
27	Cereal preparations & miscellaneous processed items	186.91	174.38	-6.70
28	Coffee	85.71	80.11	-6.53
29	Leather & leather products	370.68	349.03	-5.84
30	Fruits & Vegetables	225.88	222.50	-1.50

*Engineering goods exhibiting a fall of approx. USD 2 Billion includes steel and its products.

(Source: Ministry of Commerce & Industry, Government of India)

Import growth in commodity groups in October 2022

Sl. No.	Commodities	(Values in million US\$)		% Change OCT'22
		OCT'21	OCT'22	

Commodity groups exhibiting positive growth

1	Cotton Raw & Waste	38.11	172.13	351.67
2	Fertilisers, Crude & manufactured	805.39	2105.03	161.37
3	Newsprint	32.21	68.75	113.44
4	Pulp and Waste paper	139.62	224.98	61.14
5	Iron & Steel	1444.65	1991.41	37.85
6	Petroleum, Crude & products	12278.88	15852.43	29.10
7	Leather & leather products	66.12	85.35	29.08
8	Transport equipment	1961.71	2495.03	27.19
9	Wood & Wood products	471.24	575.89	22.21
10	Project goods	44.33	48.38	9.14
11	Professional instrument, Optical goods, etc.	467.89	506.31	8.21
12	Non-ferrous metals	1427.90	1539.70	7.83
13	Textile yarn Fabric, made-up articles	199.48	207.71	4.13
14	Machinery, electrical & non-electrical	3536.06	3632.12	2.72
15	Artificial resins, plastic materials, etc.	1725.40	1762.40	2.14

Commodity groups exhibiting negative growth

16	Sulphur & Unroasted Iron Pyrites	31.93	11.23	-64.83
17	Pulses	378.41	204.81	-45.88
18	Silver	897.35	585.09	-34.80
19	Gold	5101.70	3700.15	-27.47
20	Dyeing/tanning/colouring materials	413.11	304.77	-26.23
21	Pearls, precious & Semi-precious stones	2482.70	2159.93	-13.00
22	Fruits & vegetables	239.53	211.40	-11.74
23	Organic & Inorganic Chemicals	2634.16	2359.02	-10.45
24	Electronic goods	6828.85	6200.22	-9.21
25	Chemical material & products	934.43	855.67	-8.43
26	Metaliferrous ores & other minerals	794.86	728.11	-8.40
27	Machine tools	402.27	383.79	-4.59
28	Coal, Coke & Briquettes, etc.	3308.85	3178.07	-3.95
29	Vegetable Oil	1636.90	1580.63	-3.44
30	Medicinal & Pharmaceutical products	657.64	642.78	-2.26

(Source: Ministry of Commerce & Industry, Government of India)

10th anniversary celebrations

Asia Shipping-India held its 10th anniversary celebrations at The Hyatt Regency, New Delhi. The glitzy gala evening began with award-ceremony followed by cake cutting, appreciating the contribution of everyone associated with the company. The sparkling evening saw company officials from across the globe grooving and dancing and enjoying the success.



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From behind the scenes to the forefront

We have kept our supply chain up and running by adapting to changes and being responsive to needs of our customers. We have continued to operate with agility and are ensuring product availability to our customers, says **Ashutosh Varshney**, Head, SCM & Logistics, Canon India.



Bryan

How has digitization of business processes become more of a necessity than a value-added proposition?

With a rising focus on technical innovations and changing consumer preferences, the need for integrated supply management has become important than ever before. Digitization and automation of business processes

has become more of a requirement than a value-addition for product companies looking to develop their customer base. We have implemented an Integrated Information System (IIS) through systems such as Electronic Data Interchange System (EDIS), through which order data can be transferred between Canon and suppliers. We have an online application for our esteemed partners to books orders and track their deliveries. At Canon, we

believe in innovation and the best use of technology, which has assisted us in improving the demand forecasting of our supply chain ecosystem.

How has supply chain management evolved to be considered as a prime driver for any business in India?

Supply chain management has indeed moved from playing a 'behind the scenes' organizational role to being a 'prime driver' of the company

business. As the world adapts to post-COVID reality, with heightened levels of economic, political, and climatic uncertainty, organizations need to focus on building a supply chain model that is truly agile to remain profitable. Adding to this woe is the current supply disruptions due to semiconductor shortage, which has cascading effect on finished products availability. In the time of crisis, we, at Canon, evolved our supply chain and shifted focus to



cater to all our customers in managing their delivery expectations. So far, we have been able efficiently tackling the disruptions arising within the supply chain with determination and service innovation.

We have kept our supply chain up and running by adapting to the changes and being responsive to customer requirements. We have continued to operate with agility and are ensuring product availability to our customers. With a robust business continuity plan (BCP) in place, we have adapted to customer demands. We have been adapting to the various scenarios and prioritizing the availability of our products in the shortest possible time.

How is Canon leveraging emerging technologies such as Artificial Intelligence, Machine Learning, Big Data in your supply chain process?

Technology advancement is playing a key game changer in supply chain management. In the era of digital transformation, several technologies have come together to create powerful



tools that are reshaping industries across the globe. As the world changes, innovations such as Internet of Things will bring about unique transformation and empower India's logistics ecosystem.

At Canon, our guiding principle is Customer Delight and hence we use best-in-class technology for our supply chain management. Our integrated information system (IIS) has supported us in delighting our customers. Visibility of the customer needs, incoming supplies, transit flow and the like enables us to provide accurate updates to our sales team as well as customers. It also helps us plan the required infrastructure well in advance to execute the deliveries to the customers.

Our logistics partners are some of the leading names in the industry and the coordination we have established with them is more of a technology aspect. Like us, their systems are updated to the recent requirements—IoT sensors, vehicle telematics, and other collaborative tools, enabling better transparency and visibility on the supplies and shipments through a securely integrated end-to-end ecosystem.

Automated information exchange with suppliers and vendors, deliveries as per customer preferred schedule, world-class warehouses, advanced MHEs in warehouses, and same-day delivery, are some of the examples of the best-in-class innovations we use in this domain.



Ashutosh Varshney
Head, SCM & Logistics
Canon India

Data management and analysis can help supply chain managers determine optimal inventory levels and optimize their resources

What role does data play in supply chain management?

Data management plays a significant role in resolving supply chain pain points at strategic and operational levels. Data analysis has become the key to keep up with supply and demand. For instance, cloud computing is an effective technology in today's scenario that helped organizations in optimizing asset utilization and enabling easy access to data. The use of technology can bring the much-needed transparency into the supply chain process. It allows the manufacturing companies to have better control over product flow and information flow across the journey.

Data management and analysis can help supply chain managers determine optimal inventory levels and optimize their critical resources. In this fast-paced world, data management allows to gather accurate product information, which improves traceability and streamlines distribution as Data is the new currency.

How is digital transformation bringing unique transitions and enabling logistic ecosystem in India?

The digital transformation has increased the opportunities in India and made everything easier for business to function. Also, the shift towards e-commerce amid the pandemic has created a fertile ground for logistics ecosystem. India is at the cusp of a digital revolution and the logistics segment has been an active adapter of digital transformation. 🐦

FACTFILE

- Our integrated information system has supported us in delighting our customers.
- The shift towards e-commerce amid the pandemic has created a fertile ground for logistics.





4th SCM Logistics World summit

The fourth edition of SCM Logistics World summit was held on 4 November at The Holiday Inn, Aerocity in New Delhi. Over 150 supply chain leaders from across the country participated in the event. Held by Programic Asia, the event brought together chiefs of supply chain, procurement, sourcing, and logistics to discuss the challenges faced by the industry.





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Virgin Atlantic increases thrust on cargo capacity

Virgin Atlantic has been operating services in India from past 22 years, serving both Mumbai and Delhi with daily and double daily frequencies. We recognise the importance and potential of India as major air cargo market. We are always exploring partnership opportunities across the globe, says **Alex McEwan**, Country Manager, South Asia.



Ritika Arora Bhola

How is Virgin Atlantic gearing up to meet the increased demand, achieve pre-COVID cargo volume levels and 100 per cent capacity utilisation?

We work to maximize capacity utilization, which was critical during the peak of the pandemic when we paused our scheduled passenger flying. During the time, we pivoted and re-engineered our business into a successful freight only operation offering cargo-only services and charters for the first time in the airline's history. This remains important today as global travel

FACTFILE

- We are fortunate to work with dnata, which recently opened a cargo centre at London Heathrow.
- The new facility supports our JV with Delta Cargo, and our commitment to customers.

rebounds and we continue to review our network considering aircraft availability and the services, which support the customer demand. We have increased capacity across our network presenting additional connection opportunities to our Indian customers, including a new route to Austin, Texas and Tampa, Florida, alongside a seasonal service to Cape Town, South Africa, which will begin later this year.

Today, the world seeks to ship to India. Where do the trade activities with India stand presently? Do you think of India as an investment destination and any plans to start

trade in the country?

We recognise the importance and potential of India as a key trading nation and major air cargo market. We review our program to provide services that our customers require, and this includes giving them the best service and experience.

Elaborate on the Indian destinations covered, and what kind of cargo is moved to and from the country?

We have operated service to India for 22 years, serving both Mumbai and Delhi with daily and double daily frequencies, respectively. There is a broad range of commodities flying to India, including



consumer goods, hi-tech, e-commerce, and machinery. Exports from India include pharmaceuticals, garments, machinery, and perishables.

Elaborate on your expansion plans in India, in terms of fleet/capacity and possible partnership with Indian cargo carriers?

In June, we launched the second daily flight on London-Delhi route. This is our largest-ever flying programme in India. We are always exploring partnership opportunities across the globe, and it is an inherent pillar of our growth strategy.

Elaborate on the carrier's freighter ops worldwide. Throw light on the new freighters networks or destinations added?

We can confirm that Virgin Atlantic Cargo's current European freighter operation ceased by October-end. We are exploring opportunities for faster connections to our flight network via European gateways and continue to identify opportunities to fly short-haul cargo only flights for this winter season.

Tell us if the carrier has the right technology and infra to move variety of cargo, including heavy, outsized, temperature sensitive, worldwide?

Our freighters offer a reliable, competitive solution for cargo requirements. Whether customers are looking to ship pharmaceuticals, high value or sensitive cargo and temperature sensitive perishable goods, we offer a range of specialist products to connect cargo to hundreds of destinations across our online destinations and offline trucking and interline partner networks. We recently approved the use of Envirotainer's game changing Releye® RLP and RAP containers. As we continue to support important supply chains across the globe, the unit makes for an addition to Virgin Atlantic Cargo's portfolio of unit load devices (ULDs) as it can guarantee even greater security for highly valuable and sensitive pharma and life science shipments. Also, we recently extended our long-standing partnership with Airbase GSE in a new five-year contract, continuing the successful operation of ULD Cargo. The partnership includes ULD management systems, procurement planning and digitalization and assisting in creating a sustainable future with environmental management systems. As we continue to strive towards a greener cargo operation, the partnership extension sees Airbase GSE support our move toward our 2050 sustainability target, by recycling all Virgin Atlantic cargo nets, saving 200 tonnes in landfill waste.

How would you rate infra in England for efficient cargo movement? Does it support the airlines plan to move cargo or do you feel there's need for improvement?

We are fortunate enough to work with dnata, as our handling partner in the UK, who recently opened a new modern cargo centre at London Heathrow. The new facility supports our Joint Venture with Delta Cargo, and our aligned handling and commitment to customers, as we future proof the Joint Venture's position in the UK market by increasing our cargo footprint at the airport. The dnata City East' can lay claim to being the largest off-site cargo handling operation at the UK's largest commercial aviation hub. The new 115,000 sq. ft. facility (Phase II) was designed to operate in conjunction with dnata City East's existing 242,000 sq. ft. facility (Phase I), which opened in



Alex McEwan
Country Manager, South Asia
Virgin Atlantic

The airline has increased capacity across our network presenting extra connection opportunities to our Indian customers

September 2019. Our exports remain at dnata's Phase I facility and all imports will be handled at the new Phase II facility, delivering the highest levels of service for the airline's customers.

The last few years witnessed many freighter conversions taking place. Do you think P2F trend will survive now or will end with pax ops gaining momentum?

As airlines deploy more next generation fuel-efficient aircraft. They are, in turn, more of the previous generation aircraft available for conversion. P2F can serve a role in certain market segments.

Airlines are moving towards achieving carbon neutrality by 2050 and adopting SAF. Tell us about the carrier's initiatives in this regard?

Beyond fleet transformation, we are committed to working with new tech innovators to seed, support and adopt the breakthrough technologies capable of delivering change. As a long-standing advocate for SAF, we have been partnering with LanzaTech since 2011, flying the world's first commercial flight operated on sustainable fuels in 2018 and supporting efforts to build the first UK SAF plant by 2025. Recently, we have continued to support new tech innovation, working with partners—Storegga Geotechnologies and Carbon Engineering—to accelerate the use of direct air capture of CO2. We have recently partnered with the Neste Oyi and are pleased to announce the UK supply of 2.5 million liters/2,000 MT of neat SAF, which will be delivered in the first half of 2022 to London Heathrow. The supply is a vital step towards our target of 10 per cent SAF by 2030. The agreement forms part of a wider collaboration between Virgin Atlantic and Neste to increase the availability of SAF usage in the UK. As a founding member of Sustainable Aviation and the UK's Jet Zero Council and through the Clean Skies for Tomorrow coalition, we play a role in bringing industry and Government together to accelerate SAF development. Building a domestic SAF industry would put Global Britain at the forefront of commercialising new technologies in support of Net Zero ambitions, capable of reducing the lifecycle carbon impact of aviation fuel by 75 per cent compared to traditional jet fuel. 🌱

Airport technology expo flies high

An International Exhibition and Conference on Airport Technology was held at the India Expo Centre and Mart, Greater Noida, Uttar Pradesh on 22-24 November 2022. Organised by the PHD Chamber of Commerce and Industry, the event saw participation of aviation and air cargo industry stakeholders from across the country.





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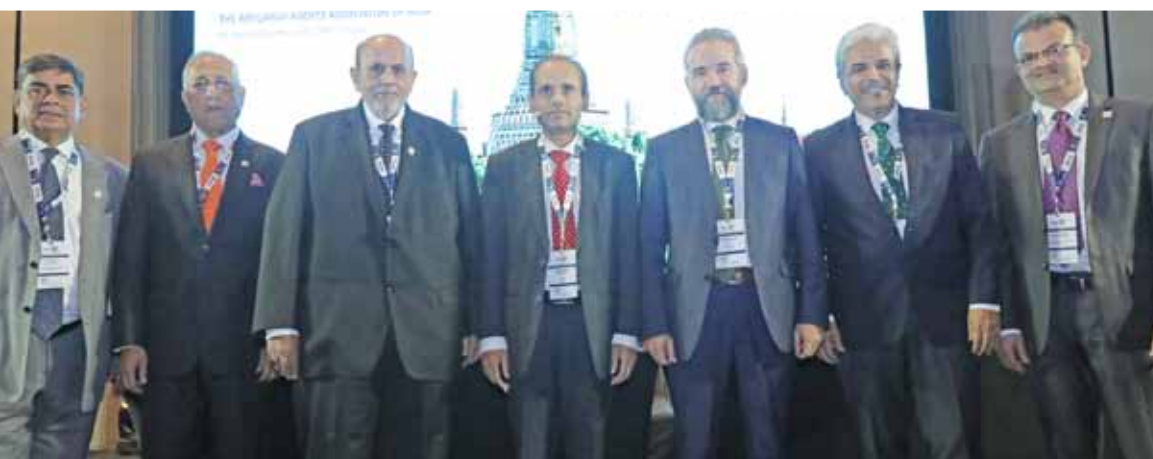
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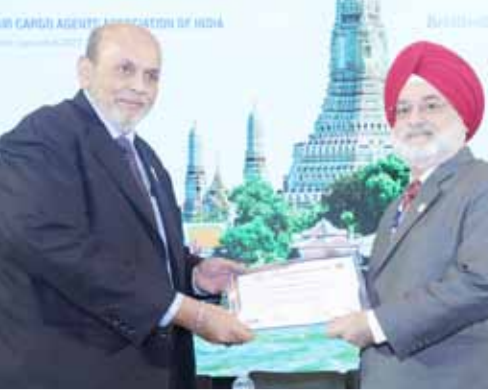
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Glimpses from 46th Convention

After a gap of two years, the Air Cargo Agents Association of India (ACAAI) organised its 46th Convention in Bangkok, Thailand from 24 to 27 November 2022. The grand event witnessed participation from the international air cargo and logistics fraternity. The insightful business sessions, and glittering evenings provided a great platform to the industry stakeholders to meet, greet and unite over sparkling wines and scrumptious food.











Technology essential for sustainable logistics

We offer technology to reduce carbon footprint to help organizations measure it on every shipment, customer, and vehicle. We work closely with customers through a case-based method to identify various problems and solving them gives a lot of confidence to them, says **Apurva Mankad**, Founder & CEO, WebXpress.



Ritika Arora Bhola

How streamlined are your efforts towards designing tech-enabled logistics solutions, assisting clients and supply chains to evolve the level of modern-day integrated and expedited logistics?

Today, Logistics segment is at cross-roads. On the one hand, customers are seeking faster deliveries for smaller orders. At the same time, the need to reduce carbon footprint

FACTFILE

- Firm works closely with customers through a method to identify various problems.
- Company gives weightage to each case and focus its energies to solve biggest problems first.

demands better vehicle utilization and more optimal delivery run. WebXpress is leveraging technology for sustainable and capital efficient logistics to resolve such conflicting demands. WebXpress works closely with customers to understand their specific problems and design custom solution on top of its standard product offering. Every learning from our customers is added to the product, thus next customer starts with a ready solution and focus on further value addition.

Could you tell us about your loyal clientele globally? What do they seek and how successful have you been in fulfilling their demands, especially during the pandemic? Can you name some of your clients?

Apart from India, WebXpress has customers in eight countries. We have been in the Middle East since 2017 serving logistics companies, retail, and manufacturing companies. We have served companies in auto sector, FMCG and retail to help them optimize transportation costs and improve service

levels. Even before the pandemic, WebXpress had an effective global delivery model. More than 80 per cent of our project was deployed remotely, with customer visits to build rapport with customer teams, experience ground operations and train key users. During the pandemic, we shifted to 100 per cent online model was not a big challenge and we deployed WebXpress across multiple sites in the region.

Tell us how you identify the pain points, while providing reliable business solutions to air freight stakeholders and other clients?

WebXpress has always believed that good technology will focus on solving everyday problems for customers to reduce their pain points. We work closely with customers through a case-based method to identify various problems. We then, give weightage to each case and focus our energies to solve biggest problems first. We are proponents of pareto principle—80 per cent of problems is due to 20 per cent of cases. Solving these gives a lot of confidence to customers and delivery value of technology much faster.

How do you exploit technology in a meaningful way to create business value for your clients?

Technology can help customers in three key areas: improve sales, reduce costs, and improve efficiency thereby leading to a more profitable business. We deploy a range of Artificial Intelligence-based technology to achieve these goals. For example, our users can simply



Apurva Mankad
Founder & CEO
WebXpress

Cloud solutions ensure high availability as data is stored across multiple data centers ensuring business continuity

send image of a Proof of Delivery as a WhatsApp messages. Our AI engine processes the image, location of capture and timestamp to automatically update delivery of shipment. The recently launched Control Tower reads a stream of data from IoT devices on vehicles. It combines this with Geo-fences to detect excessive stoppage at border check-posts, senses arrival of vehicles at customers' location and any deviation from set route. Such applications ensure any delay is sensed in real time. Our notification engine then informs stakeholders to take appropriate action.

How do you ensure zero disruption or interruption despite growing data volumes and demand?

A key benefit of cloud-based SaaS solution is elastic capacity. Our cloud system automatically adds processing capacity when usage crosses certain threshold. We can easily increase capacity by as much as 300 per cent in seconds. When the peak has passed, this capacity is reduced to ensure optimum usage and costs. Cloud solutions ensure high availability as data is stored across multiple data centers. This ensures business continuity in case of major disaster in one country. We have experienced Zero unplanned downtime of cloud-based SaaS solutions in the past five years.

Do you think the tech industry has the right skill set to provide best-in-class solutions and if the global logistics industry is ready to embrace the technology?

Logistics industry has experienced benefits of investment in technology during the pandemic. Companies with robust technology prospered and were able to handle COVID-driven disruptions better. Technology companies have realized that they need much better investment in Domain Expertise, apart from cutting edge technology. WebXpress has a balanced technology team with subject matter experts. Over 40 per cent of our team consists of Operations Management graduates. Our core team has more than 100 years of combined experience in logistics sector.

Anything new that you have instituted to embody the commitment to innovation and marketing approach in your contracts in the past few years?

WebXpress is increasingly focused on Sustainable Supply Chains. Climate change is a reality and logistics sector need to play their role in reducing carbon footprint. WebXpress has a launched a set of technology tools to measure, reduce and replace carbon footprint. Our technology will help organizations measure carbon footprint of every shipment, customers, and vehicles. They can then focus on reducing carbon emissions, one trip at a time. For example, a retailer can find that utilization of vehicles for a given route is less than 60 per cent. It can increase cut off time to add orders from additional stores and increase utilization to say 85 per cent and thus reduce carbon footprint by 15 per cent. 🌱



Fifth NLDSL stakeholders meet

NICDC Logistics Data Services Limited (NLDSL) organised the fifth Logistics Stakeholders Meet on 18 November at Radisson Gurugram. The event was chaired by Rajeev Singh Thakur, IAS, CEO & MD, NICDC and Chairman, NLDSL, Abhishek Chaudhary, VP, NICDC & Director, NLDSL. The event was attended by logistics industry experts and other stakeholders.





EFW, AMECO ink agreement to convert A330s



Airbus freighter conversions unit EFW and Aircraft Maintenance and Engineering Corp (AMECO) have announced a new collaboration on Airbus passenger-to-freighter (P2F) conversions. Under the collaboration, AMECO will carry out P2F conversions as a third-party service provider for EFW's A330P2F programme. Conversions will be carried out at AMECO's facilities in Chengdu, China, with the first induction of an A330 aircraft scheduled in 2023. AMECO and EFW announced the partnership at Airshow China 2022.

QATAR AIRWAYS freighters to serve Asia, Europe

Qatar Airways has launched a scheduled weekly freighter service calling at Vienna International Airport from Doha, in addition to the Middle East carrier's passenger flights to the European hub. Julian Jäger, Joint CEO and COO, Vienna airport, said, "Air cargo is a vital market segment for Vienna airport, and we are investing in a modern and high-performance infrastructure. The airport has positioned itself as an global cargo hub for Central and Eastern Europe and to Asia."



Kuehne+Nagel gets first B747-8F from Atlas Air, Inc.,



Kuehne+Nagel has put into operation its first Boeing 747-8 freighter as part of the long-term charter agreement with Atlas Air, Inc.,. Kuehne+Nagel expands its air freight network by chartering the capacity of the last two 747-8F aircraft from their delivery by Boeing. Boeing 747-8F under the name "Inspire" was handed over to Kuehne+Nagel. Yngve Ruud, Member of the Management Board of Kuehne+Nagel, responsible for Air Logistics, said, "It is a special moment for us. The aircraft will support our customers with reliable and flexible solutions internationally."

EMIRATES SKYCARGO expands fleet with five B777 freighters

Emirates is officially expanding its all-Boeing dedicated freighter fleet with five 777 freighters, valued at US\$ 1.7 billion at list prices. The freighters will be operated by Emirates SkyCargo, adding to its fleet of 11 777Fs. At last Dubai Airshow held in November, Emirates announced a US\$ 1 billion investment for expanding its air cargo capacity, including two new 777 freighters that joined Emirates' fleet this year. While two freighters will be delivered in 2024, the carrier will receive the remaining three units in 2025, a release added.



AIRBUS inks pact to alter supply chain operations

Airbus has awarded Unipart Logistics a multi-year contract to supply in-plant logistics services. Under the terms of the deal, Unipart Logistics will oversee receiving goods brought in from all over the world to Airbus' on-site wing assembly lines at Broughton, in north Wales, and Bristol, in the southwest of England. The terms will come into effect in early 2023. Logistics for warehousing, kitting, and line feed will also fall under this obligation. We are delighted to enter a long-term partnership with Airbus, committing to supply chain transformation, and driving best practices across these production logistics operations, said Simon Wheelton, Director, Aerospace and Defence, Unipart Logistics.

JW Group opens new facility at Farukhnagar



JWR Logistics Pvt Ltd has opened new eco-friendly facility at Delhi Farukhnagar, which will cater to both cold chain and ambient cargo. It has been designed to cater to the specialized needs of all types of cargo. The facility is spread across eight acres of land and has 28,000 pallet positions of which 12,500 pallet cold chain and 15,500 pallets are Ambient Warehousing. The facility is made as per GDP and ISO standards.

INDIGO 2nd freighter to be operational from December

IndiGo is all set to introduce its second freighter next month, the airline recently stated at its post-earnings conference call. The carrier is in the process of converting four A321XLR to freighters with a capacity of 25-27 tonnes. "CarGo belly capacity will be further augmented with the introduction of the first Airbus 321 freighter and we are also expecting second such aircraft to be operational by December," said Pieter Elbers, CEO. The freighter will be operational in December.



V-TRANS opens 1 lakh sq. ft. cargo facility in Ahmedabad

In Ahmedabad, V-Xpress, a part of V-Trans (India) Ltd, unveiled its brand-new cutting-edge hub. The new hub, spread across one lakh square feet, would generate between 80 and 100 direct jobs and between 400 and 500 indirect jobs. The complex is linked to adjacent cities thanks to its location on NH-8 also



known as Sarkhej-Bavla Highway. With the addition of this new hub, Gujarat's V Xpress now has 65 branches and four hub facilities. V-Xpress is currently one of India's express cargo companies with one of the quickest rates of growth at over 40 per cent YoY. With a robust customer base, the company serves one of the broadest ranges of industry areas.

MAERSK gives 100,000 sq. ft. cargo facility to Chattogram

A brand-new 100,000 sq. ft. facility is being developed in Chattogram as Maersk prepares to expand increase the size of its warehouse operations in Bangladesh. The new facility is well-positioned adjacent to the Chattogram Port and has quick access to the Dhaka-Chattogram Highway through the Outer Ring Road and Karnaphuli Tunnel, making it convenient for Bangladesh's garment exporters based in the neighboring industrial hubs. Apparel exports from Bangladesh are rising significantly. Though not proportionally, Chattogram's warehousing footprint has not grown. To commission the brand-new three-story facility, Maersk Bangladesh has teamed up with Vertex Off-Dock Logistics Services Limited.



'India is potential air cargo market'

Alex McEwan, Country Manager, South Asia, Virgin Atlantic said, "We are aware of India's potential as a significant air freight market and trading partner. We are continuously examining our programs to deliver the services that our clients demand, and this includes providing them with the finest service and experience. We have been providing services to India for 22 years, with daily and twice-daily frequencies serving Mumbai and Delhi, respectively. A variety of goods, including consumer goods, high-tech, e-commerce, and machinery are flown to India. Perishable goods, clothing, machinery, and pharma are among India's exports. In June, we began operating a second daily flight between London and Delhi."

DECEMBER

► **Northeast Logistics Conclave**

Date: 5-6 December 2022
Venue: Vivanta by Taj - Guwahati, Assam, India
Timings: 9:00 am-6:00 pm

► **International Conference on Transportation Planning and Implementation Methodologies for Developing Countries**

Date: 19-21 December 2022
Venue: Department of Civil Engineering, IIT Bombay, Mumbai, India

► **Smart Cold Chain Expo**

Date: 1-3 December 2022
Venue: Trade Fair Office Building, HITEX Exhibition Center, Hyderabad, Telangana
Timings: 12 pm onwards

JANUARY

Ports in India Conference

► Date: 19-20 January 2023
Venue: Vivanta by Taj-President, Mumbai, India
Timings: 9:00 am-6:00 pm

FEBRUARY

► **The Multimodal Logistics Summit**

Date: 03 February 2023
Venue: Radisson Hotel Kandla, Gandhidham, India
Timings: 9:00 am-6:00 pm

► **Logistics & Warehousing Show**

Date: 03-05 February 2023
Venue: Sector 34 Fair Ground, Chandigarh, India
Timings: 10:00 am-6:00 pm

► **Break Bulk, Heavylift & Project Forwarding**

Date: 08-09 February 2023
Venue: Bombay Exhibition Centre (BEC), Mumbai, India
Timings: 9:00 am-6:00 pm

► **Logistics, exhibition on logistics solutions, services and supply chain management.**

Date: 16-18 February 2023
Venue: Pragati Maidan, New Delhi, India
Timings: 9:00 am-6:00 pm

► **Future of Warehousing Summit**

Date: 23 February 2023
Venue: ITC Maratha, a Luxury Collection Hotel, Mumbai, India
Timings: 9:00 am-6:00 pm

MARCH

► **Transport India Expo**

Date: 27-29 March 2023
Venue: Pragati Maidan, New Delhi, India
Timings: 9:00 am-6:00 pm/9:00 am-4:00 pm

OBITUARY

Remembering an air freight stalwart



Hemant Bhatia
14 January 1960 –
30 November 2022

It is with great sorrow that CargoTalk announces the death of Indian logistics veteran Hemant Bhatia on 30 November 2022. He was aged 62.

Bhatia, who was the Past President, and Member ACAAI and, Board of Advisors, ACAAI was fondly known as Hemantbhai. He was the managing director at Tulsidas Khimji.

He was one of the pillars of TK and it is the heavy loss for the TK family. His presence will always remain in our hearts forever. The official prayer meeting was held on December 2 at Sophia Bhabha Hall, Bhulabhai Desai Road, Mumbai. May his soul rest in peace. Om Shanti.



For more information contact: cargotalk@ddppl.com

The dates shown on the annual event calendar are subject to change.
Please refer to EventTalk in CargoTalk to track the changes in dates



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MOVEMENTS

ASIA SHIPPING INDIA

Sunil Arora has joined Asia Shipping-India as Regional Head Air Freight, India Subcontinent. Arora, who has meritorious record and experience in senior positions in the logistics and freight forwarding sector, brings on board 32 years of experience. Arora is also the Immediate Past President, Air Cargo Agents Association of India (ACAAI), Senior Advisor to DCBA, Delhi Custom Broker Association, Past President, Air Cargo Club of Delhi (ACCD). Asia Shipping in India is headed by Amit Tandon, Managing Director.



ADANI GROUP INDIA

Arun Bansal joins the Adani Group after working in Ericsson in Europe and Latin America. Sources claim the appointment strengthens the management structure for the conglomerates' airport ops. V.J.K.Sharma will continue to be CEO, Navi Mumbai International Airport, and Prakash Tulsiani will be CEO, Mumbai International Airport Ltd. As the lowest bidder in 2019, Adani was awarded a 50-year contract to operate, manage, and develop airports in Ahmedabad, Jaipur, Lucknow, etc.



V-TRANS (INDIA) INDIA

Deepak Rathi has been appointed as the group's Chief Financial Officer by V-Trans (India) Ltd. Rathi has 20 years of expertise in finance. He was formerly a Vice President, Finance, Greaves Cotton Ltd. In the past, he has worked with organizations such as Polyester, Future Group, Essel Group, and Reliance Media World among others. Rathi is expected to implement procedures and capital structures, while fostering strategic growth in his capacity as the Chief Financial Officer.



UNILODE AVIATION SOLUTIONS SWITZERLAND

Mohammed Akhlaq has been named the Chief Commercial Officer, Unilode Aviation Solutions. In the aviation sector, Akhlaq has 30 years of experience in senior commercial and operational capacities. He is a dependable liaison in the sector because of the close relationships he has built with airlines, ground handlers, and logistics companies. In his recent position, he served as the CCO, Europe, dnata, where his business acumen helped the organization expand tremendously.

SEKO LOGISTICS AMERICAS

Hans Hickler has been appointed as the President, Americas, SEKO Logistics. He will oversee the Americas Region's operations, including cash management, compliance and regulatory oversight, people development and commercial development, operations and customer experience, and profit and loss operating authority. "After working as a strategic thought partner with James and his team for several years, I am thrilled to be working for the company full-time," Hickler said.



SKYTEAM CARGO NETHERLANDS

Teddy Zebitz, the CEO, Saudia Cargo, was elected to serve a second straight term as the chair of the SkyTeam Cargo Executive Board, the international cargo alliance stated. The cargo executives from all the cargo alliance members, who manage SkyTeam Cargo's worldwide strategy, approved the appointment during their most recent meeting in London. Zebitz will continue to serve as the SkyTeam Cargo board's strategic leader for an additional two years after being re-elected.



ETIHAD AVIATION GROUP ABU DHABI

Antonioaldo Neves has been appointed as Group CEO, Etihad Aviation Group. The appointment was announced by ADQ, the Abu Dhabi-based investment and holding company, along with Etihad's Board of Directors. He replaces Tony Douglas. Neves was the ex-CEO and board member, TAP, the Portugal national airline. Prior to TAP, he served as the President, Azul Airlines in Brazil, and led the company to IPO in NYSE. He served as the Partner at McKinsey and Co, where he developed a plan for aviation sector in Brazil.



COLOGNE BONN AIRPORT GERMANY

Andrea Tony Geslao will now oversee the Cargo Sales Division at the Cologne Bonn Airport. His goal as head of cargo sales is to advance the growth of cargo traffic at the airport. The airport claimed that during the pandemic, cargo proved to be a significant stabilizer; in 2021, Cologne Bonn saw its volumes increase by 14 per cent to 986,000 tons. Since April 1, 2018, Geslao worked at Cologne Bonn Airport after holding several positions at Lufthansa, serving as the department's head of airline marketing.

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