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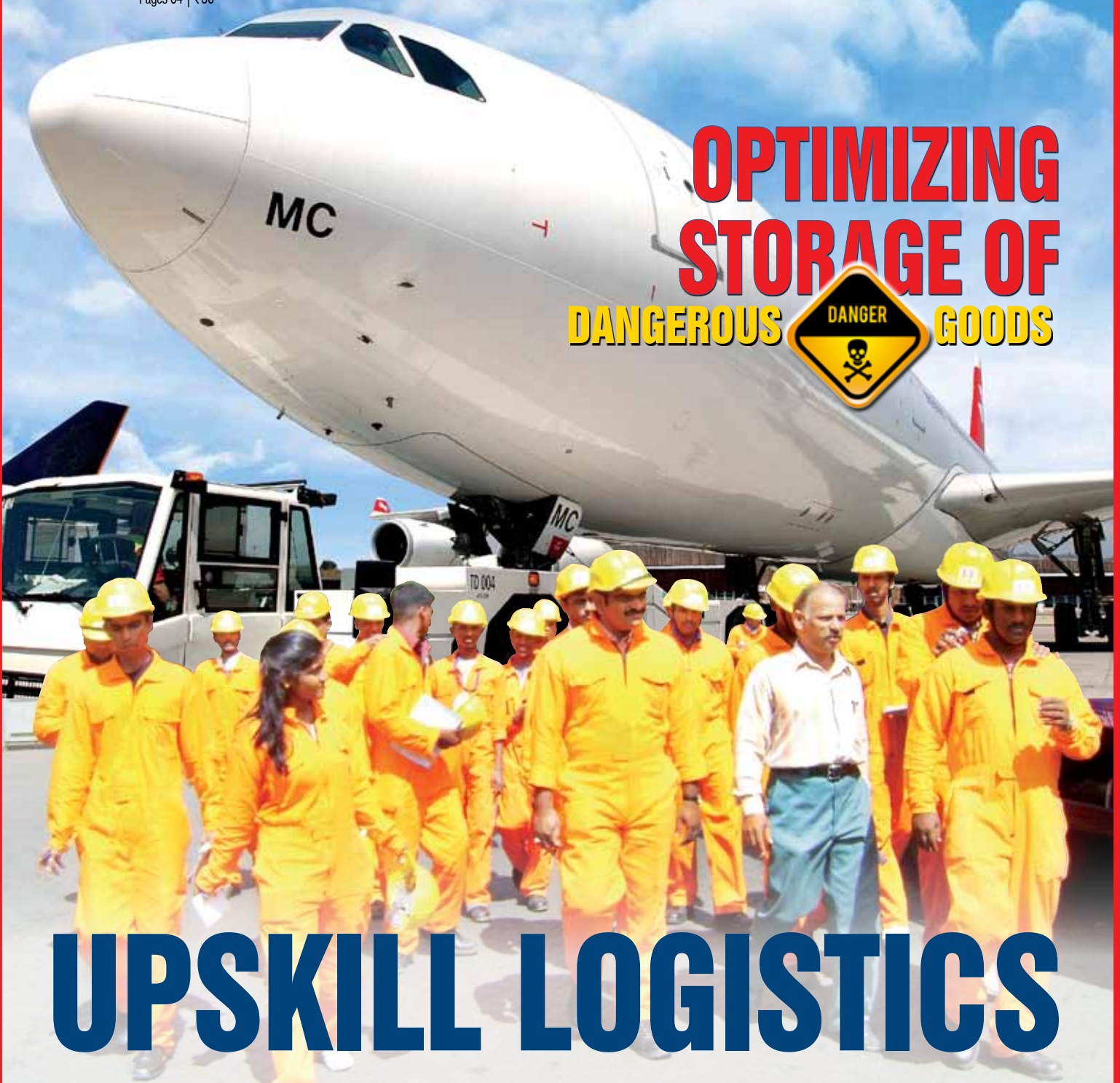
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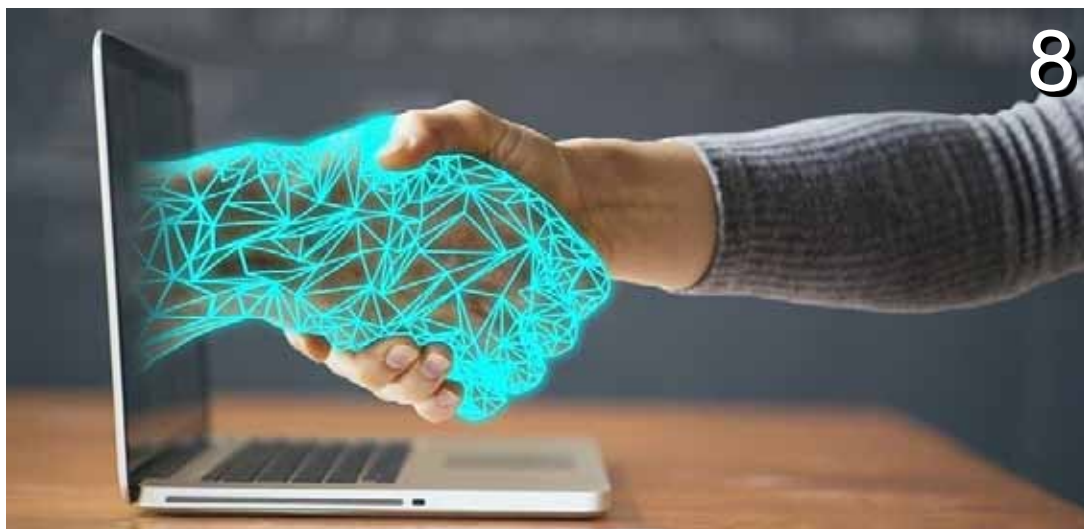


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contents

APRIL 2023



8

Upskill logistics to create competency



22

Optimizing storage of hazardous goods



30

Global freight forwarder expands business scope



40

Pradhaan Air Exp to add second A320 in Q2 2023



44

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IATA expects a return to profitability for the global aviation/cargo industry in the latter part of this year as they continue to reduce losses stemming from the effects of COVID.

AP ports to link with highways at ₹20,000 crore: Gadkari

All ports in Andhra Pradesh will be linked with four-lane highways at a cost of ₹20,000 crore, Nitin Gadkari, Union Minister for Road Transport and Highways, said. Speaking at the Global Investors Summit (GIS) recently, he declared roads will be built ir-



Nitin Gadkari
Union Minister for Road Transport and Highways

respective of a minor, major, private, or state port. The passage of three industrial corridors, Vizag-Chennai, Chennai-Bengaluru and Hyderabad-Bengaluru, will be crucial to this decision. A 430-km project linking Nagpur and Vijayawada will also commence.

Haryana-based Hisar airport to export perishables to UAE



An initiative will be taken to start cargo flights from Maharaja Agrasen Airport in Hisar, Haryana to export perishables such as fruits and vegetables to the Arab countries, said Manohar Lal Khattar, Hon'ble Chief Minister, Haryana at an event. "New experiments are being done to augment farmers' incomes. The government has also formed the Export Promotion Council." The marketing board should make arrangement for the marketing of food grains and seeds. Research work is being carried out, Khattar said.

Rail freight traffic to hike by 44%

The National Rail Plan envisages the share of rail freight traffic should go up from current 28 to 44 per cent by 2051. The construction of DFCs on the high-density routes is a policy measure by Indian Railways to arrest the trend of falling market share in India and shift the advantage



in favour of rail transport. Indian Railway has taken many multi-

pronged strategies to hike its modal share in freight segment.

NPG recommends 66 PMGS projects for nod

As many as 66 big-ticket projects worth ₹5 lakh crore of different ministries have been recommended for approval under the PMGS this fiscal. These projects have been recom-

mended by the Network Planning Group (NPG) constituted under the PMGS launched in October last year. Sumita Dawra, Special secretary, DPIIT said every ministry should adopt the PMGS model and



Sumita Dawra
Special Secretary, Logistics
DPIIT

come up projects at the field level.

'PM Gati Shakti enables integrated planning'

The PM Gati Shakti National Master Plan is a transformative approach that enables integrated planning and implementation for multimodal and last-mile connectivity across India, said Sumita Dawra, Special Secretary, Logistics, DPIIT at a regional workshop for the South Zone, which concluded recently in Kerala, Tamil Nadu, Karnataka, Telangana, and Andhra Pradesh and five UTs. She urged the states/UTs to interact with business associations and stakeholders on a regular basis to identify issues related to reducing logistics cost and bringing efficiency. An inter-departmental services improvement group should be formed, she said.





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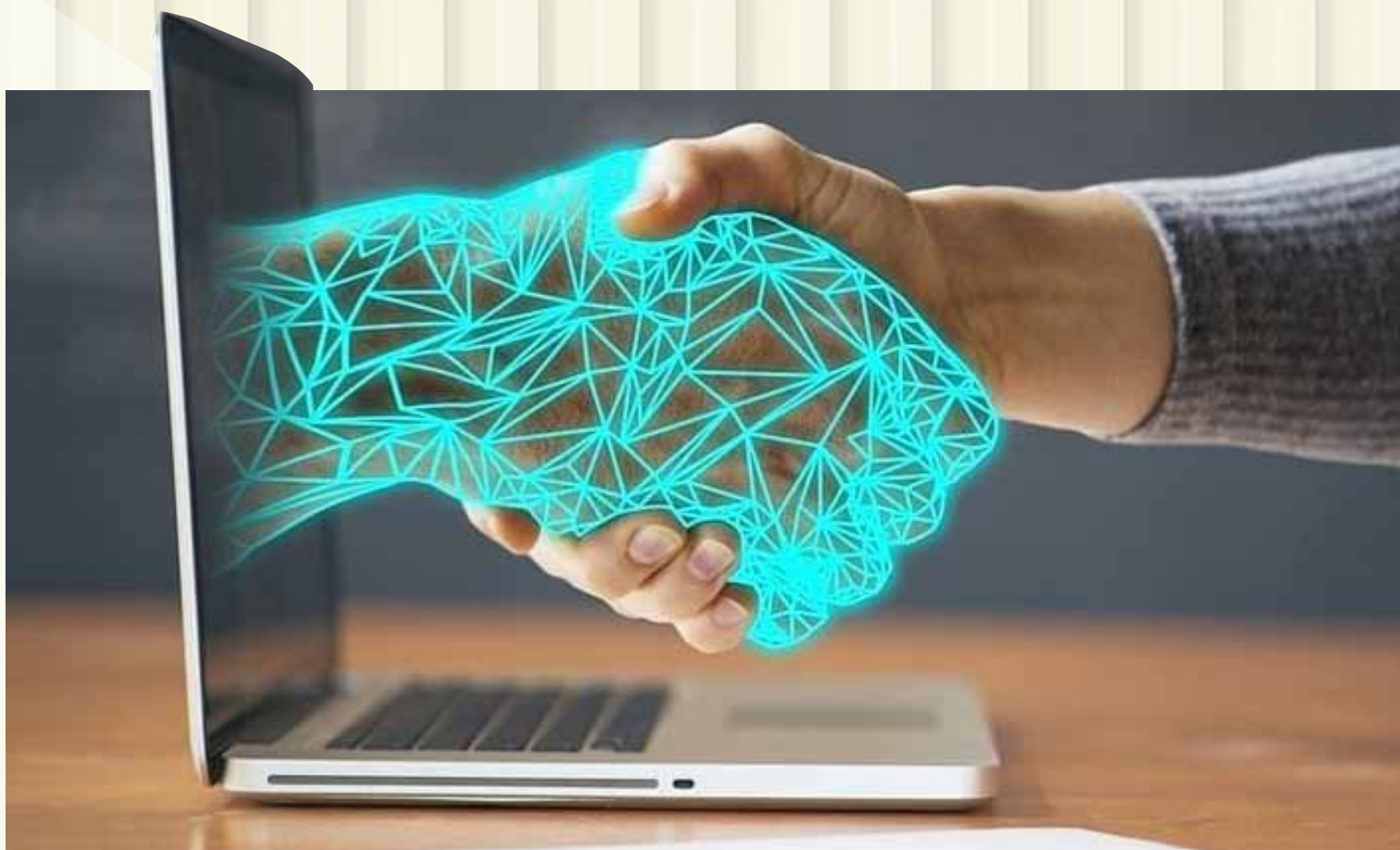
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Upskill logistics to create competency

Demand for skilled manpower in logistics sector has witnessed surge in recent times, owing to govt initiatives such as PMGS, Make in India and National Logistics Policy. Skilling workforce in logistics and related sectors such as air, road, rail, and sea could provide jobs to several Indians in the coming decade, apart from reducing logistics costs and inefficiencies.



Ritika Arora Bhola

COVID proved to be a blessing in disguise for the Indian logistics industry. The crisis not only transformed the sector, but also accelerated the opportunities in 'innovation' and 'digitalization,' which bolstered potential and employment opportunities.

Several top logistics firms have started their own institutions for producing skilled logistics professionals

There is a need to upskill manpower logistics today: to understand and adopt new age technologies, to work in smart 'robot-friendly automated' environment, to use latest techniques and tools being deployed by the firms to enhance efficiency, agility, and efficacy of logistics operations. Several top logistics firms have started their own institutions—MyLogistics Gurukul,

Om Institution of Logistics, CII Institute of Logistics, JBS Academy-Institute of Import & Export Management to name a few—to train the logistics aspirants, as per the industry's needs. Be it air cargo, road, rail or maritime—a lot of emphasis has been laid by both the government and private entities on producing well-trained and skilled logistics professionals to



meet the industry demands and set a global benchmark.

The growth of e-commerce and domestic manufacturing in the past few years has given a boost to the logistics sector. The government's ambitious initiatives such as Make in India, Self-Reliant India, NLP and PMGS have resulted in a rise in demand for trained personnel. Logistics is no more a blue-collar job, there is gender diversity, scope, potential, exposure,

and lucrative pay packet. There is huge demand for skilled managers, making logistics a career option. A supply chain manager in India earns around ₹13 lakhs per annum and above in the country.

Thanks to the digital revolution, which has impacted the supply chain sector, the introduction of advanced technologies such as Block Chain, Internet of Things (IoT), Machine Learning and Artificial Intelligence (AI)

have increased efficiency leading to significant profits and opened doors for employment. To create a sustainable skill ecosystem aligned to the industry's needs for the logistics sector, India needs to gear up with opportunities for the professionals who can take the industry to the next level.

CARGOTALK spoke to logistics experts about creating skilling infrastructure, initiatives taken in the recent times, areas of concerns, and the way ahead.



‘Collaboration across supply chains needed’

UPSKILLING MANPOWER

- On-the-job training to workers to hone their skills to perform their job effectively. This training covers various aspects such as handling goods, operating machinery, safety protocols, and other industry-specific skills.
- Classroom training sessions to employees to teach them topics such as freight forwarding operations and dangerous goods.
- We engage the services of logistics skill council, an apex body by Ministry of Skill Development

In terms of skills, the industry must develop expertise in data analysis, automation, and supply chain optimization

and Entrepreneurship and National Skill Development Corporation, to execute initiatives to enhance education and skills for its workers.

- Overall, by investing in training and development of the workers, we are committed to create a more skilled workforce and improve the efficiency and effectiveness of our operations.

PROVIDING BEST-IN-CLASS SOLUTIONS

In terms of skills, the industry must develop expertise in data analysis, automation, and supply chain optimization. For example, use of sensors and other IoT devices has enabled logistics firms to monitor shipments in real-time, provide visibility and control over the supply chain. Similarly, use of AI and ML algorithms helped improve forecasting accuracy and optimize routing and delivery schedules. There is room for improvement and challenges the industry must address to provide best-in-class

solutions to clients. There is a need for collaboration and integration across the supply chain, and a need for flexible logistics solutions that can adapt to changing market conditions and customer needs. While logistics and air cargo industry progress in developing new skills, there is still work to be done to ensure it can provide the best solutions to clients in a complex global marketplace.

CREATING SKILLING INFRASTRUCTURE

To create better infra and attract millennials, the sector needs to invest in upskilling and reskilling programs to enhance the workforce's skills. This will help retain employees and attract millennials seeking career growth opportunities. Logistics firms can collaborate with educational institutions to design courses and programs tailored to the industry's needs, thereby creating skilled workers ready to join the industry. Since the sector is dependent on



Vipin Vohra
Chairman
Continental Carriers

technology, the firms must invest in technology and provide training to employees. Millennials are tech-savvy and providing them with the latest tech and training will attract them to the industry. Logistics must promote itself as an exciting career option for millennials. This can be done by targeting campaigns and showcasing success stories of those who have made a career in the sector.

‘Tech adoption leads to new skills, capabilities’

UPSKILLING MANPOWER

We have started hiring management trainees from colleges and after completion, impart them on-the-job training and absorb them in our company in various departments based on their interest—air import, air export, warehousing, pricing, and customer

To keep up with the fast-paced changes, logistics and air cargo firms must invest in training their workforce and hire new talent

service. In the past, we had trained candidates and absorbed them in our company. We nominate our employees for training in logistics courses through



Ayesha Katgara
Head - Corporate Strategy
Jeena & Company

ACFI and other institutes. Last year, our employees attended 680 such training sessions. This year, we plan to nominate more. There is a customs exam for ‘G’ Card by CHAs across India and we encourage our employees to undergo training, appear for the examinations and get certified. This has been an

ongoing activity in Jeena and Company since decades.

PROVIDING BEST-IN-CLASS SOLUTIONS

Logistics and air cargo sector has been adapting to latest tech and changing market demands, leading to development of new skills. With technology advancement, there is a need for the industry to develop skills related to digitalization, data analytics, automation, and AI. Logistics and air cargo firms are investing in drones, autonomous vehicles, and Blockchain to improve their ops and provide better services to their clients. The industry is using data analytics to optimize their supply chain processes and provide real-time tracking of shipments. To keep up with the fast-paced changes, logistics and air cargo firms invest in training their workforce and hire new talent. Companies embracing digital transformation and have skilled employees to manage new technologies

are better positioned to provide best-in-class solutions to their clients.

CREATING SKILLING INFRASTRUCTURE

There are some courses i.e., Diploma Course in Transport and Logistics Management and PG Diploma Courses in Logistics and Supply Chain Management provided by Indian universities. Since awareness for the same is absent among the students, not many opt for these courses. These diploma courses are available after graduation and by then, the students are attracted to other courses, which could be opted for after Class 12. During placements, we conduct a presentation about the industry, its scope and opportunities. These presentations are done to 300-400 students in colleges in a few cities in India where we have our main branches every year. So, in a way we try to educate them about the career prospects in the logistics industry and lure young talent to join the industry.

‘Trained personnel must for network expansion’

UPSKILLING MANPOWER

Logistics as a business vertical has been an archaic system of complex ops comprising temporary storage spaces managed by overloaded trucks running to the brim. Goods were produced and consumed but there was no timeline of its availability to the consumer and equilibrium between demand-supply often amiss. There was no transit schedule and waybill-tracking were unknown.

Today, there is a sea-change. We have modern warehouses dotting the urban and semi-urban landscape, connected on a hub-and-spoke model within specified transit times. From the past decade, there is an initiative to collaborate between industry and academia that looks to facilitate transition of skilled manpower. Safexpress was founded in 1997, when the liberalisation and opportunities were firming up and we recognised the fact that growth and

Of late, there is a move to collaborate between industry and academia that looks to facilitate transition of skilled manpower

network expansion could be afforded only by competent and skilled manpower at all levels of organisation. Safeducate came into being in 2008. Apart from imparting training for internal needs, it offers short-duration courses to youth and helps them seek jobs in the industry. In the mid-2010, Safeducate tied up with SDCL to impart skill-based training in logistics, express distribution, and address skilled manpower deficit of the industry by finding suitable jobs for



Vijay Vashisht
AVP
Safexpress

them. Safeducate has come out with ‘Seekho’ App, which offers online education to aspirants.

BEST-IN-CLASS SOLUTIONS

Logistics and distribution have broken ground for digital innovation

for bringing about transparency in operation is concerned. In 1990s, an enterprise would place an order and would come to know about it only when it came for delivery. Cut to today, instant online phone-based order tracking, along with a comparable real-time process, are an expectation of doing distribution business.

Over the past five years, distribution has made groundbreaking innovations such as bar code, GPS, and RFID techs. This has reduced manual intervention in operation at all the levels, reduced misrouting or need for redirection to negligible and allowed to identify that every package on the network of supply chain with a click. Cloud ERP solution is one such tool. Interconnectivity of various segments of business by smart EDI linkages and WMS solutions would take distribution industry to new levels of efficiency and economy.



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‘Staff training and development imperative’

UPSKILLING MANPOWER

In today's evolving world, every industry is experiencing a digital and technological transformation, including the logistics and supply chain sector. It is crucial for professionals in this field to be updated with the tech advancements and provide effective solutions.

At the Softlink Global, we understand the significance of learning and development as an aspect of our culture. Upskilling can also yield benefits for both individuals and organizations, foster talent retention and promote a positive, growth-driven work environment. In this connection, our company has recently collaborated with the University of Mumbai's Garware Institute of Career Education and Development to equip future logistics and supply chain professionals with cutting-edge skills. The two-month Logisys Certification Program presents an opportunity for participants to acquire practical, hands-on knowledge in dynamic logistics domain. They will gain an understanding of transport

management, customs and compliance, sales and CRM, invoicing, and financial accounting. We also plan to introduce certification programs under the Softlink

We plan to introduce certification programs under the Softlink Learning initiatives by partnering with Indian varsities

Learning initiatives by partnering with various universities in the country.

CREATING SKILLING INFRASTRUCTURE

With the rising adoption of tech and automation, the future of logistics is likely to be digital and data centric. To capitalize on this growth, there is a need to establish a robust skilling infra

capable of training millennials for the future. Creating skilling infra in logistics necessitates collaboration among industry leaders, government agencies, and educational institutions. This includes designing training programs that address the sector's needs and appeal to millennials. Ed-tech companies help by supplying online training resources such as webinars and video libraries. Audit and training programs can help evaluate employee skill sets and deliver targeted training to fill any gaps. By integrating them, firms can strive to become knowledge leaders. This will set up a dynamic and gratifying industry equipped to face the future challenges.

BOTTLENECKS

A concern for the logistics and supply chain sector is the scarcity of professionals. As the industry transforms, it demands specialists with expertise in areas such as data analytics, risk management, and sustainability. Nevertheless, there is a shortfall of



Amit Maheshwari
Founder and MD
Softlink Global

such skilled professionals, resulting in elevated recruitment expenses, diminished productivity, and decreased customer satisfaction. Therefore, it is imperative for organizations to invest in employee training and development initiatives, attract and retain high-caliber talent, and implement contemporary HR practices to tackle the workforce shortage.



‘Skilled staff for boosting logistics performance’

UPSKILLING MANPOWER

We believe in learning as it benefits an individual or mid-career professional. Those in leadership positions too upgrade their skills. There are various trainings, some of which are focused on skill building specific to the sector. In FY 2020–21,

Skilled manpower can improve performance, reduce logistics cost, time, and make the system reliable and safer

we, in partnership with the EICI helped set up Pradhan Mantri Kaushal Vikas Yojana Skill Centre in Mumbai to provide education, and livelihood enhancement. As part of Deutsche Post DHL Group's DHL e-commerce Solutions division, Blue Dart runs Certified e-commerce Specialist flagship program to build future leaders.



Ketan Kulkarni
CCO, Blue Dart

This initiative has been set up to motivate our employees to execute Strategy 2025, 'Delivering Excellence in a Digital World'.

CREATING SKILLSET TO ENHANCE EFFICIENCY

The sector employs 22 million in India and 1.2 million more may join by 2025. Currently, 4.7 per cent of these are skilled, while most are unskilled or are partially skilled. In this regard, the state and central government policies are proving

effective. The NLP focuses on leveraging skilled manpower for an efficient logistics network. The National Apprenticeship Promotion scheme, implemented by DG of Training under MSDE, includes job roles under logistics. Apex skill development centres for logistics has been set up to deliver logistics-related skills using cutting-edge technologies in many states.

FUTURE PROJECTIONS

Recognizing the surge and job creation potential, the government gave a push for industry-specific skill interventions. The Logistics Sector Skill Council has been scaling skilling through industry and cross-departmental partnerships. Currently, it offers 50 qualification packs in warehousing, land, and air cargo, EXIM logistics, courier, and mail

services. Institutes—CII-Institutes of Logistics, National Institute of Logistics and Material Management, Tata Driving Schools—offer courses in supply chain management, warehousing, and transportation. Centre of Excellence in Logistics and Supply Chain Management at NITIE is step towards capacity building.

BOTTLENECKS

Changes such as increasing digitization of the supply chain, have made firms to act fast and redesign their ops. It is crucial for logistics workforce is upskilled to ensure their retention and growth, given the changing scenarios. Availability of skilled manpower can improve performance, leading to reduction in logistics cost, time, and making the system more reliable and safer.



‘Advanced tech, trained manpower are important’

UPSKILLING MANPOWER

Yes. Logistics sector is on the upswing after COVID and that is why there is demand for manpower. Gati Shakti initiative will help in ease of doing business and promote trade and commerce and Make in India and National Logistics Policy initiatives. Training manpower

The logistics industry is experiencing rapid growth, driven by the rise of e-commerce and tech advances

in logistics sector is needed as the new tech is being used in warehousing with which the staff must be aware. Our company has an inhouse training for our employees. The logistics industry is experiencing rapid growth, driven by the rise of e-commerce and tech advances such as automation and data analytics. The growth has led to demand for skilled professionals in logistics, providing many opportunities for millennials seeking a career in this field. Several areas within logistics offer career paths, including supply chain management, logistics and distribution, transportation, technology, and sustainability. Skilled supply chain managers are needed to ensure flow of goods, and demand for warehouse managers, logistics coordinators, and distribution centre supervisors is growing.

WAY FORWARD

As technology plays a vital role in logistics, there is a need for professionals skilled in data analytics, AI, and automation. Transportation is a logistics component, offering opportunities for truck drivers, pilots, and transportation planners. With action against the climate crisis gaining momentum, the industry is focusing on decreasing CO₂ and becoming more sustainable. Opportunities for those passionate about environmental issues and sustainable supply chain management.

INITIATIVES

The industry is transforming at a rapid pace with Make in India, PMGS and rise of e-commerce. It is vital to create a pool of skilled manpower. The industry is an



Vijay Gupta
General Manager
Amrit SeaAir Express

area of concern as only few institutions impart training in warehousing and logistics industries.

Utilize AI, ML to optimize efficiency of supply chains

BEST-IN-CLASS LOGISTICS SOLUTIONS

The industry has been evolving rapidly with advanced technology. Logistics and air cargo firms are investing in new technologies and skill sets to provide best-in-class solutions to their clients and keep up with the industry's changing demands. Many firms are utilizing AI and ML to optimize supply chain ops and increase efficiency. Many organizations and geographic regions are adopting new tech in the production environment at varying rates. To better serve their clients, the logistics and air cargo firms are adopting new techs and skill sets. We,



Huned Gandhi
Managing Director, Air and Sea,
Indian Subcontinent, Dachser India

however, need more public and private training institutes to provide more avenues and courses for training, including hands-on orientation.

CREATE BETTER SKILLING INFRASTRUCTURE

With the rise of new technologies, the demand for efficient logistics solutions is only going to increase. To meet this demand, the industry must invest in skilling and training programs to attract millennials who are looking for jobs in this sector. The future of logistics will be influenced by automation, AI, and Data Analytics, which are becoming more prevalent. This will lead to efficiency

and cost savings and improved customer service. Sustainability and environmental concerns will play vital role, with focus on reducing emissions and implementing eco-friendly practices.

Of late, many firms are utilizing AI and ML to optimize supply chain ops and increase efficiency



BOTTLENECKS

The industry is experiencing a shortage of skilled personnel. Another challenge is rise of e-commerce, which is resulting in several smaller weight shipments. This increases the handling time and effort. Infrastructure challenges such as bottlenecks in the road network, cargo processing time, and process simplification are among the key areas.

Skilled workforce boosts operational efficiency

UPSKILLING MANPOWER

Logistics infrastructure has been categorized as one of the seven growth engines of the economy. A trained and skilled workforce boosts the operational and service delivery efficiency of the industry and makes it a key growth enabler for industries. Warehousing and transportation require trained human resources, as they define agility and responsiveness of any service. For roles such as operations head or shift-in-charge in a warehousing facility, minimum educational and professional qualifications are no longer sufficient. To deliver enhanced levels of performance in an evolving market, personnel working in these critical roles must continuously update their management skills and other related skillsets. That is why, at Gati, we focus on learning and development (L&D).

To deliver enhanced levels of performance, personnel working in these critical roles must update their management skills

As a part of our L&D goal, we have made it mandatory for all our employees to go through 16 hours of skill development program every year. Our revamped L&D program covers the spectrum of Gati workforce. We have launched a program containing modules on team and process enhancement, tech deployment, and customer centricity. We monitor the impact

of the L&D program at various levels. All are gender agnostic and managed by in-house L&D team.

CREATING SKILLING INFRA

The industry has robust job generation capabilities. The govt has placed emphasis on bringing in transformative impact in the form of PMGS and NLP. These initiatives will enhance India's logistics competitiveness and make the industry key driver of economic growth. These developments will make industry attractive to the millennials and job aspirants.

BOTTLENECKS

The benefits of learning need to be extended to the employees as well. Along with on-roll managers and executives, they form an integral part of the logistics



Mehernosh Mehta
Chief Human Resource Officer
Gati Limited

service delivery ecosystem. Trained employees help in boosting customer experience. It is critical to develop a diverse workforce in the industry.



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‘Rising cost, GST adds burden to EXIM industry’

UPSKILLING MANPOWER

As far as our company is concerned, most people we hire have a formal education as per the industry requirements and soft skills. We conduct regular training

We are seeing many airlines and shipping lines adopt technology solutions for better service and customer experience

based on the requirements of the job that is to be performed. The air cargo employees undergo the IATA-mandated



Satish Lakkaraju
Senior VP and Global Head, Air Freight and Pharma, WIZ

courses along with the DGR training. We have sales programs in place, which help the team cater to the requirements of customers’.

PROVIDING BEST IN CLASS SOLUTIONS

The industry players provide best-in-class solutions. We can see more solutions coming in the next few years. We are seeing many airlines and shipping lines adopt technology solutions for better service and customer experience. Our portal has been recently updated with features according to the customer and user requirements, to keep up with the regulations, market, and vertical-specific requirements.

CREATING SKILLING INFRASTRUCTURE

Skill building starts at home, and the industry leaders should loop their children with the know-how once they are old enough. The industry basically operates on political, economic, and environmental

factors. Once the children become skilled at assessing the factors affecting them, it helps in their overall development. Another way is to do organize roadshows in order to spread awareness, allowing people to interact more with the industry. The industry has been among the higher-paying industries for the past few years and employs more people with a low attrition rate.

BOTTLENECKS

The rising cost of infra in respect to market conditions, and GST implementation on air and ocean freight are adding burden to the EXIM industry. With the rising cost of infra, the cost of office space increases, affecting growth. This apart, there is also a lot of uncertainty in the market conditions, because of the potential economic global recession.

‘Latest tech must for skilled logistics workers’



Dipen Lalsodagar
Deputy Director, Cargo Sales GSA, Global Aviation Services

UPSKILLING MANPOWER

Logistics is a fast-growing sector in the country. A lot of the labour is delegated to other supply chain contractors that operate according to their own organisational framework. The logistics industry requires a lot of manual involvement, which must be directed into an integrated flow. All the stakeholders should be involved in the integration of the system, and following the

pandemic, the industry has become technologically dependent.

BEST-IN-CLASS LOGISTICS SOLUTIONS

India’s infra and tech are constantly developing. Although some of the companies are accredited to handle types of sensitive items, small and medium-sized businesses have yet to enhance their infra, skilled people, and tech, which limit their ability to venture into handling products. Technology integration with the related stakeholders is required for

Growth of multimodal transportation demands trained workers in IT & machine technology

the last-mile delivery. This allows the customer to trace his or her package at every point under one roof.

BETTER SKILLING INFRASTRUCTURE

PMGS, Make in India, NLP show a promising future for logistics. Growth of multimodal transportation demands trained workers in IT and machine technology. We must concentrate on teaching them the required skills.

BOTTLENECKS

For warehousing, we need to have the Air Freight Stations (AFSs) at various airports. e-AWBs concept is yet to be fully implemented at the airports.



‘Equip millennials with the right skill sets’

UPSKILLING MANPOWER

The industry is emerging as a key job provider and hence many are looking towards it as a future career path and avenue for growth. Ahaana Solutions’ mission is to upgrade employee skills across industries with focus on logistics and transportation sector. We sponsor and work with the needy to help them build a better future. I agree there is an opportunity for career growth in logistics and transportation industry, and it is unfortunate a small percentage of the workforce is trained and certified. It is crucial to equip millennials and job seekers with skill sets and know-how.



Kavita Iyer
Mentor-Coach
Ahaana Solutions

training and knowledge. It is essential to bridge the gap between what is taught in academic institutions, practical skills and the knowledge required by the industry. Opportunities for industrial visits, understanding of specific terms and tools and hands-on experience can be valuable in preparing the employees. Language and communication skills are critical, especially in the global context. It is essential for employees to have a decent proficiency in English to communicate with clients. Currently, the quality of English teaching in India is questionable, but I hope, efforts are made to improve this aspect of education and training.

Language skills are critical, especially in the global context. The quality of English teaching in the country is questionable

constant refrain of ‘We don’t get good people nowadays’. There is a need to invest time, effort, and money in creating a better skilled force for future needs. This realisation is coming in, but more need to follow. I am hopeful a lot will be corrected, but we will arise as a major employment industry benefitting all stakeholders.

INITIATIVES

The Union government is promoting skill upgrades and certifications to provide

better job opportunities. However, academic curricula have limitations and there is a need for industry-specific

BOTTLENECKS

Employers need to invest in training and learning and development. There is a

‘Digitization is way forward for logistics industry’

UPSKILLING MANPOWER

At present, we are focused on giving best solutions to our customer in optimizing cost and time. However, with

Advancement in technology will not only encourage millennials, but also make logistics industry an organised sector

advancement in technology, clients will get more visibility of shipment, cost, quick turnaround time in all aspects and transparency, which is the need of the market.

BETTER SKILLING INFRASTRUCTURE

Logistics is not about doing one thing daily, it makes people learn several things about routes, culture, and transportation hurdles and, importantly, the happiness behind

success of making shipment reach a new destination daily. In the coming years, the government will set up a lot of infrastructure for seamless transport of goods in India and overseas.

We see a lot of initiative from the education institutes and the government education projects, which will help the logistics industry develop. Advancement in technology will not only encourage millennials, but also make logistics industry an organised



Dax Theknath
Executive Director, Jet Freight



Joy John
Director, Jet Freight

sector. I see more women taking up leadership positions in the logistics sector.

INITIATIVES

Jet Freight has always believed in training employees for various courses (DG and GDP certification) trending in transport and warehousing operations. We encourage our teams to attend conferences and workshops to understand the new developments in the industry. Many institutes are now initiated courses/degrees with logistics

as the specialized curriculum and this is encouraging the younger generation to opt for the supply chain sector.

BOTTLENECKS

The pandemic has shown us how connectivity in logistics can be disrupted. We need to work around the supply chain solutions in disruptive times. Digitization is the way forward for the supply chain industry. Change is constant. Training, learning, and adapting to use advanced technologies are an area of concern. All we need is to learn, understand and accept the change.



‘Upskill workforce in warehousing, transportation’

UPSKILLING MANPOWER

We recognize the need for skilled workforce to ensure efficient movement of goods. We believe investing in training our employees is crucial for success and growth. Logistics sector lacks basic education in the field. We have taken initiatives to train of and upskill our

We are investing in upskilling our employees to ensure we have skilled workforce to meet the evolving needs of our customers

employees, especially in warehousing and transportation. We regularly impart training to our employees to enhance their skill sets.



Krishan Kumar Agarwal
Chairman and Managing Director
CJ Darcl Logistics

For drivers, we provide videos and manual guide to make them aware about best road safety practices, while driving. We conduct periodic assessments to identify areas of improvement to ensure our employees are updated with the latest policies and practices. We have assigned trainers to help our employees learn and

adapt to advanced techniques and tech, critical for growth of our company. We are committed to investing in upskilling of our employees to ensure we have a skilled workforce to meet the evolving needs of our customers and the industry.

PROVIDING BEST-IN-CLASS SOLUTIONS

CJ Darcl has grown over the years by offering many logistics services to its customers. Having its existence into road, rail, coastal services, the company extended its services in warehousing and distribution and air cargo, surface express. The company has acknowledged the boom of pharma sector, demand for e-commerce, and capitalized on these opportunities by planning its new vertical. The firm aims to become total logistics service provider by 2027, offering door-to-door ops. It is an authorized agent for majority airlines and can book loads at any time. In line with its 2023 agenda, CJ Darcl plans to widen its reach, breaking

the borders to offer its services to the global customers.

CREATING SKILLING INFRASTRUCTURE

The industry is evolving due to tech advancements, changing consumer behaviour, and globalization. With the rise of e-commerce, demand for streamlined processes has increased. COVID has configured adoption of new tech and digitalization in the industry. In the future, logistics may become more autonomous, with the use of AI, ML, Robotics, and drones. This will help in cutting costs and increasing efficiency.

Sustainability is a rising concern for consumers and companies. The industry is focused towards adopting environmentally friendly practices—EVs, LNG, alternative fuels, green packaging, and sustainable sourcing. It will need tech advancements and a skilled workforce to stay ahead of the competitors.

‘Education must in warehousing, transportation’

UPSKILL MANPOWER

Barring few jobs in the warehousing and transportation sector, all jobs require formal education and many skills. All workplaces, including warehouses, have transformed, hence upgrading of skills is a must to handle these changes. We have developed short modules for upskilling the existing workforce. These modules range from three hours to nine hours. The modules are a mix of technical and non-technical ones such as Loading/Offloading, Basics of Warehousing, Documentation, Customer Service, Communication Basics. The duration is short as it is difficult for people to be away from their duties for long. These courses could be taken online as well as offline. We are working towards some self-learning videos to perform specific functions by watching it on mobile phones. Skilling is a continuous process and not a one-time exercise.

All workplaces and warehouses have transformed, hence upgrading of skills is a must to handle these changes

UPGRADING SKILLSETS IN LOGISTICS

Advancement in technologies, processes, trainings, and skilling go hand in hand. It is not possible to introduce new processes, procedures and not bother to upskill or train people and make them job ready. In fact, since changes are taking place rapidly, it will be judicious to have a future ready workforce. Of late, many functions have changed from manual to automation, so the workforce must be

geared to make bookings online, check availability of rates, issue e-AWBs, ERP systems and documents filing. In fact, training is important for participants to understand the repercussion of mistakes that could cause huge revenue loss for the organization/s. With the penetration of automation causing an impact on many functions—I believe it must be supported by trained manpower.

AREAS OF CONCERN

- Logistics is still not a preferred career choice amongst youngsters. So, it must be branded well to attract good talent
- There is a wide gap between skills needed to make freshers job ready and knowledge being gained from universities/colleges
- MyLogistics Gurukul is an initiative to bridge the loophole between conventional knowledge providers and the need of the industry



Alpina Chaturvedi
Chief Executive Officer
MyLogistics Gurukul

- The global pace and adoption of technology is a crucial area of concern, along with concentrated movement of international goods between few nations for past 100 years.
- The eco-system must be equally spread in the different logistic modes

‘Logistics preferred profession for millennials’

UPSKILLING MANPOWER

At Stellar, we are committed to supporting and hiring candidates keen to learn and grow. We are a tech-enabled fully integrated supply chain solutions service provider. We conduct training sessions to provide computer training, safety training, WMS training, TMS system, 5 S training, sorting, and packing among others.

PROVIDING LOGISTICS SOLUTIONS

Logistics firms today are taking up advanced tech to transform their supply chain from a pure ops hub to becoming an epicentre of business innovation. Forward-thinking firms make effort to impart training to employees for becoming efficient in providing best-in-class solutions, right from collecting data at every checkpoint, updating the status of raw materials flow, and location of goods. We have developed some tools such as SMART Space Manpower Assets Risk management and Technology to help in defining, measuring, and improving the services provided to our customers. We have created a control tower to monitor and manage the inventory across the supply chain.



Amitabh Singh
Chief Growth Officer, Stellar Value Chain Solutions

CREATE SKILLING INFRASTRUCTURE

It has dawned upon the world that supply chain is the backbone of any industry and crucial for growth of any country. This outlook has led to upgradation in infrastructure—Grade A warehousing facilities, adoption of technology to enhancement of service levels to customers. Educational institutions have introduced supply chains giving impetus to the industry and helping in attracting inherent talent.

‘Investment in upskilling workforce significant’

UPSKILLING MANPOWER

At MOVIN, we have recognized the need for skilled workers to drive growth and innovation in the industry. To address the skills gap, we offer training and certification programs, on-the-job training and apprenticeship. These initiatives help our partners, employees and customers gain practical experience and acquire new skills. We have training modules for our partners, customer service team, and employees. At MOVIN, our focus is on tech enablement, with our OJTs and soft skill enhancement on all our LMS platforms. Our focus is on building an ecosystem for ease of operations. By developing a skilled workforce, MOVIN is equipped to meet the demands of a growing industry.



JB Singh
Senior Director, MOVIN Express

BEST-IN-CLASS SOLUTIONS

The industry recognizes the need to keep up with tech advancements and customer demands to provide best-in-class solutions. At MOVIN, we are investing in upskilling our workforce through training programs and, through our certified programs. COVID has speeded up need for digital transformation and contactless ops, which has led to development of

new skills such as safety protocols, risk management, and supply chain resilience.

CREATING SKILLING INFRASTRUCTURE

In the future, logistics will be driven by tech and data analytics. Automation, robotics, and AI will play a greater role in warehouse management, transportation, and supply chain optimization. We at MOVIN aim to prioritize sustainability and green initiatives to reduce its carbon footprint and increase efficiency.

‘Awareness of evolving technology in logistics’

UPSKILLING MANPOWER

While the logistics industry transforming from the godown era to Grade A assets, this industry is still not the first choice of students. We have set up a skill development center at all our developmental and industrial sites to offer on-the-job training to locals and provide them with certification to enable them to participate in the industry, if it means working with others in the industry.

BETTER SKILLING INFRASTRUCTURE

To sustain this growth, there is a need to build a framework for better skill

Unless the industry focuses on its workforce training, it won't sustain the growth it will witness in the future

development. Unless the industry focuses on core training of its workforce, it will not be able to sustain the next level of growth that logistics is bound to witness in a few years. So, a skilled architecture needs to

be developed: on-the-job training, and development and a work-life balance.

BEST-IN-CLASS SOLUTIONS

It is important to drive awareness of the evolving techs to keep pace with the evolving industry. From warehouse management to robotics, AI, ERP systems, and sorting tech, these developments play a vital role in bringing efficiencies in operations and upskilling employees at a similar pace to ensure sustainable growth. This opens opportunities for skilled labour with a number of third-party service providers entering the fray.



Abhijit Verma
Founder & Managing Director
Avinya Logistics & Industrial Parks

‘Challenge is to maintain stability, continuity’

UPSKILLING MANPOWER

We employ a mix of skilled and semi-skilled workers who perform a variety of tasks. Our workforce is divided into several categories, including shopfloor warehouse associates, pickers, packers, and team leaders. At the Snowman Logistics, we have a committee for shop floor recruitment that recruits semi-skilled and skilled workforce. The training begins with a daily huddle (meeting) in which the day's work plan is explained, which includes product training, 5S & Kaizen, safety and security, weekly shop floor training. After completing six-12 months on the shop floor, the company identifies candidates who can be upgraded as team leads and executives. We have a career progression plan in place wherein we nominate such skilled employees for higher education. Basic

education plays a vital role when it comes to upgrading the workforce.

BETTER SKILLING INFRASTRUCTURE

There is a need to attract millennials and provide them with careers in logistics. More training opportunities, including internships and on-the-job training, are needed to hone the staff's skills and update their know-how. Engineers and management professionals have recently been drawn to supply chain management as a potential career path. The challenge for such trainees is to maintain stability and continuity. We recruit a pool of management trainees, who are assigned to various departments. We designate them as assistant managers after one year. We give the trainees opportunities to express their opinions on development



Manju Korah
Vice President, Operations
Snowman Logistics

and expansion activities. Overall, the industry may grow further, with increased technological adoption and focus on sustainability.

To promote logistics, a specialized subject will be included in the curriculum, which calls for logistics institutes in tier II and III cities

BOTTLENECKS

Currently, skilled labour is critical as it determines the effectiveness of the supply chain. In future, there will be a scarcity of blue-collar, semi-skilled, and skilled workers. To promote logistics, a specialized subject will be included in the curriculum. There is a need to set up logistics institutes in tier II and III cities.

‘Imparting skills to interpreting data correctly’

UPSKILLING MANPOWER

We at KSH Logistics create training programs providing workers with skills they need to perform their jobs. This can include training in areas such as safety, communication, inventory management, and customer service. There are internship programs, allowing workers to learn on the job. This type of program can be useful for workers, who are new to the industry or want to develop new skills wherein we help develop techniques that can be useful in roles by giving them opportunities to learn about different areas of the business.

CREATING SKILLING INFRASTRUCTURE

To create a better skilling infrastructure

We offer mentorship programs, career development plans, and opportunities for cross-functional training to millennials

and attract millennials to the logistics sector, we have the following strategies:

1. Offer flexible work arrangements: Millennials value work-life balance and flexibility. We offer remote work, flexible scheduling, and job sharing to attract millennials.



Snehil Singhai
Head, Business Development
KSH Logistics

2. Provide growth opportunities: We offer mentorship programs, career

development plans, and opportunities for cross-functional training to millennials.

3. Embrace technology: Millennials are comfortable with tech and expect the firms they work for to be technologically advanced. We at KSH Logistics use tech by implementing automation, digitization, and other solutions to improve efficiency.

4. Promote a positive company culture: At our company, we have a positive culture that offers mental health support, flexible scheduling, and staff resource groups.

BOTTLENECKS

Skilled manpower is must for the industry. To ensure that the supply chain runs smoothly, we must smoothen out various departments, including warehouse management and transportation.

FUTURE PROJECTIONS

Indian logistics is a sunrise sector, there are a plethora of opportunities knocking the doors of logistics aspirants. The industry is expected to expand at a compound annual growth rate (CAGR) of 10 per cent, increasing from US\$200

billion in 2020 to US\$320 billion in 2025. Additionally, the Economic Survey suggests that the supply chain disruptions are also set to mitigate through the year. Furthermore, digital transformation is believed to be the only way forward. In a Supply Chain 4.0 world, industry has 'smart, Grade A multimodal warehouses,

freighter aircraft with sophisticated and best-in-class technologies to maintain the integrity of the shipments, tech-powered trucks, and reefer vehicles. These provide real-time analytics, and cargo tracking facilities to the customers and other concepts to make the process easier and the outcomes profitable. The

future will lead to real-time control and transparency, which will be beneficial in tracking performance. Integrating technolloT will be the way forward for companies, which will help them carry out tasks efficiently and maximize potential. However, the need to increase manpower works in tandem with technology. 🐦

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We guide through wise ways



Asia Shipping

Optimizing storage of hazardous goods

Logistics and warehousing are constantly evolving. Safety rules and facilitation of hazardous material are also changing to keep pace with the industry. Storage, handling and ferrying dangerous goods require superior warehousing, logistics infra, technology integration, skill, and time management. We find out more about cargo movement of hazardous cargo.



Ritika Arora Bhola

PROVIDING BEST-IN-CLASS INFRA

As dangerous goods pose significant risks, it is important for the warehousing companies to store and manage the goods in a safe and compliant manner. The companies need to be equipped with efficient world-class infrastructure and facilities to store and transport hazardous material without risk or damage to chemical hazardous products.

Observing the above, **Rohit Sehgal**, Director, Skyways Group says, "Skyways Group offers a comprehensive product portfolio to its customers at all of its 32 locations in India and five overseas locations, and we realized the importance of creating infra commensurate with our business strategy. In late 2018, we realized the potential of movement of dangerous and other temperature-sensitive goods by air freight from the current levels. So, we created top class storage and transportation facilities to cater to this business, which needs special skills along with mandatory certifications. Our AEO and GDP certifications in 2019 were a blessing in disguise during COVID and gave us a platform to perform effortlessly and remain ahead of challenging times. D-Tox is our unique product offering providing end-to-end services to handle toxic and hazardous goods by trained personnel. This team ensures correct handling, storage and transportation

FACTFILE

→ Dangerous goods require temperature control during transportation.

→ Packaging is crucial when it comes to storage of hazardous chemicals.

of dangerous goods certified in this category by IATA. These include flammable solids, liquids, oxidizing substances, toxic and infectious substances, corrosives, radioactive elements, and explosives."

Marcus Fornell, Director, Warehousing Solutions, Rhenus Logistics India says, "Rhenus India has 31 fully complaint and certified warehouses located across India with 2.4 million sq. ft. of warehousing

space. All our warehouses follow an international standard of EHS. Our warehouses have a latest infrastructure. These include:

- PEB stable building structure to withstand earthquakes
- They are situated far away from residential areas
- Adequate illumination and ventilation as per national guidelines and NBC
- Firefighting and Fire Detection Systems (fire hydrant/sprinkler, beam



detection systems connected to fire alarm), according to guidelines.

- Emergency exits connected to fire alarm with at least two hours fire resistance
- Arrangements for containment of large quantity of chemical spill (containment pit), as per storage requirement
- Standard electrical fixtures installed with adequate safety devices such as MCB/RCCB/ELCB and sufficient earthing provided for all electrical equipment, including lightening arrestors
- Dock levellers provided for each dock for loading/unloading activity
- Modern material handling equipment for material movement, operated by trained competent operators
- High-density racking systems for material storage, designed as per storage requirement
- Multilayer site security comprising physical security, electronic access control for certain areas and CCTVs covering the entire site

Similarly, **Ronak Shah**, Executive Director, V-Trans India Ltd, CEO, V-Logis says, "Most of our customers

excel in manufacturing chemical products, but lack certain elements in their supply chain such as proper storage with the best possible safety measures, particularly for Haz-chem. To solve these loopholes, V-Logis has designed a chemical warehouse that provides probably the safest supply chain services, an apt storage of Haz-Chem. As a committed partner, the goal is to create value for clients at every mile of the supply chain journey that they take with us. The facility at Bhiwandi has enough storage spaces designed to store hazardous chemicals. The facility is furnished with a 24-hour surveillance service and has the latest measures of fire and environmental safety."

ChemStore has an area of 2,18,350 sq. ft. and is equipped to store goods of classes 2, 3, 4, 5, 6, 8, and 9, covering 90 per cent of the industry needs. It is built with NBC and NFPA compliance, uncommon in the industry. Equipped with safety features and fire and environmental safety, the goods are taken care of by a team of skilled personnel. The value-added service the facility can provide is unmatched.



Rohit Sehgal
Director
Skyways Group



Marcus Fornell
Director, Warehousing Solutions
Rhenus Logistics India

We created storage and transportation facilities to cater to this business, which needs special skills and certifications

Rhenus India has 31 fully compliant and certified warehouses across India with 2.4 million sq. ft. of warehousing space



Huafree Nasarawanji, Chief Commercial Officer, Gati Ltd avers, "At AllCargo Supply Chain (formerly Avashya CCI), we have specialized storage and handling of chemicals. Our infrastructure, operations processes, safety standards and technology have enabled us to provide industry-leading solutions to our customers, most of whom are multinational. With the largest chemical warehousing footprint in India, we operate multi-user and built-to-suite warehouses across India serving the needs of customers who store and move hazardous and other chemicals. Our investments in infrastructure and technology not only ensure safety, but also protect the environment and the communities we work in. We have maintained the highest standards of quality, efficiency, and safety, making us the largest warehousing partner to customers in this vertical."

Saurabh Bhalla, Managing Director Air and Sea Logistics also shares some of the main factors to consider when handling dangerous goods.

Regulatory Compliance: One of the major challenges is adhering to the



regulatory norms and requirements related to the handling, transportation, and storage of these items. This can be complex and time-consuming, requiring specialized knowledge and training.

Safety: Dangerous goods and chemicals require special handling and transportation to ensure safety for people as well as environment. The risk of accidents is high, and safety protocols must be strictly followed to minimize risks.

Temperature Control: Dangerous goods require temperature control during transportation and storage to prevent goods from getting spoiled or damaged. This can be challenging, especially during long-haul transportation, which can involve multiple modes of transportation and varying temperature conditions.

Supply chain visibility: Maintaining supply chain visibility and tracking movement of goods is critical to ensure timely delivery, prevent theft or loss, and comply with regulations. However, this can be difficult, especially when dealing with multiple parties involved in the transportation and storage of these goods.

Infrastructure: In some cases, infrastructure required to handle and transport these goods may be inadequate or outdated. This can include issues such as inadequate storage facilities, transportation



Ronak Shah
Executive Director
V-Trans India Ltd, CEO, V-Logis

ChemStore has an area of 2,18,350 sq. ft. and is equipped to store various goods covering 90% of industry needs

options, and limited access to specialized equipment.

Cost: Transporting and storing dangerous goods and chemicals can be expensive, requiring specialized equipment and handling procedures. This can make it difficult to maintain profitability, especially for small businesses.

Packaging: Packaging constitutes

an integral part of dangerous goods. Warehousing and air freight firms not only follow strategic guidelines given by the government but also use most innovative technology and equipment to pack hazardous goods ensuring there's no leakage or exposure.

Agreeing, Fornell comments, "Packaging is crucial when it comes to storage of hazardous chemicals or for that matter any chemical. Chemical compatibility is important, while storing different type of hazardous chemicals. At Rhenus, our Inventory Management System takes care of compatibility by assigning dedicated locations so that chemical compatibility is taken care by the system. Additionally, material storage is segregated by considering hazardous nature, form /state of material (solid or liquid among others)."

With a similar opinion, Shah says, "Packaging is crucial in ensuring the safety of dangerous goods during storage and transportation. Smart storage solutions involve the use of specialized packaging materials such as UN-certified containers and drums, advanced tracking and monitoring technologies, automated handling systems, and emergency response plans. These solutions aim to minimize the risk of accidents and ensure

the safety and quality of the goods being transported."

Sehgal affirms, "Skyways Group excels in International Air Freight Forwarding, so we are aware of the global safety and operational protocols that emphasize safe, secure, and strong packaging requirements, while the goods are moved from the shipper's factory to the cargo terminal. Packaging is primarily the product's shipper or the manufacturer's responsibility (dangerous/general cargo). If there is any deviation or damage noticed in the consignment while the goods are in our transit warehouses, we immediately notify the customer to make proper arrangements for making consignment 'Ready for Carriage'.

ENSURING HEALTH & SAFETY

Efficient handling and storage of dangerous goods such as chemicals, explosives, corrosives among others not only require latest infrastructure equipped with advanced technology but needs readiness to deal with any future crisis. Post COVID, warehousing firms have adopted safety measures and efficient contingency plans for storing dangerous goods. Acknowledging the same, Shah says, "Yes, there are contingency



plans considered in 'Chemstore' for hazardous chemical storage. These plans include an emergency response officer and a team for evacuation way and process, spill response, fire safety, and training plans. There is also a tie-up with a nearby hospital with an ambulance to provide emergency help on priority in case of any accidents/incidents. These plans should be regularly reviewed and updated, and personnel should be trained on their implementation. Regular drills should be conducted to ensure the personnel are prepared to respond effectively in case of an emergency."



Huafree Nasarawanji
Chief Commercial Officer
Gati Ltd

He says, ChemStore is approved and operates as per new regulations in a way that differs from other chemical warehouses, as it has:

- Infra designed with a proper ventilation system to guarantee air renewal against possible emanations
- VESDA, hydrant, and ESFR sprinkler with drenchers to have a facility of forming a water curtain to prevent fire both ways
- Four lakh liters of a water tank to provide supply to all hydrants, sprinklers, and drenchers
- Fire-proof electrical and lighting installations and power back-up for uninterrupted operations, with an outside charging area for MHE charging
- Various types of fire distinguishers

We operate multi-user and built-to-suite warehouses serving needs of customers who store and move the goods



for different types of chemicals, such as powder, foam, water, and chemical-based

- Trained and specialized staff in the handling of hazardous chemical products
- Scientific arrangement of storing the chemicals according to the compatibility chart
- The slope of the pavement towards the docks area allows any spillage or spillage to be evacuated
- Trench on all sides and a dedicated four lakh liters containment pit for procedural disposal of spillage
- Personal protective equipment adapted to the needs of each product—gloves, aprons, masks, goggles, and divers, among others
- Regular training and mock drills are conducted to ensure preparedness to meet any unforeseen circumstances
- Some chemicals cannot be stored at regular temperatures and require a lower temperature. For such chemicals, we have a separate temperature-controlled section

Skyways Group is a market leader in the air freight segment not only for the huge tonnages but also a distinct service experience that we offer all our customers. Being AEO and GDP compliant, all our functions are mapped and internally audited on established SOPs, shares Sehgal and adds, "Our warehouses have

segregated storage spaces for different products in sync with regulatory guidelines such as special enclosures, ventilation, signages, posters, fire and leakage containment measures, premises security and surveillance equipment, and the like. Since these activities occur on a regular basis, we have assigned a team of experts who are present for timely action in the best interest of our customers."

Fornell, on the other hand, says, "Material Safety Data Sheet (MSDS) of each product/material is thoroughly studied and reviewed before it comes in the Rhenus warehouse for storage to understand all storage and handling requirements. The team in need of these chemicals is trained for handling and storage of chemicals. Hazard identification and risk assessment is done regularly for taking appropriate control measures during storage and handling of chemicals. Emergency Response Plan and Incident Reporting Systems are in place to manage any possible mishaps associated with chemicals storage including fire detection and firefighting arrangements."

ROLE OF TECH IN WAREHOUSING

Technology plays a crucial role. Tech integration and innovation is required to enhance operational efficiency and minimize risks. Sehgal says, "Technology and automation in the warehousing segment is important at the cargo terminal stage, as most the goods, whether exports or imports, are mainly handled at these locations. Secondly, these automated tools and equipments require high capex that cannot become a viable solution for small and medium-sized freight forwarders in India. A small percentage of goods remain with the freight forwarders that too for marking/labelling functions. With growing business units and diversified products coming at cargo terminals, it becomes imperative that the dwell time at the cargo terminals is reduced to the best possible extent by use of technology enabled tools and equipment. It is time to create common user facilities at the



cargo terminals, so that cost to service matrix benefit all the stakeholders.”

Fornell says, “Artificial Intelligence (AI) or Robotics helps to ensure more efficient and safe operations along with improved overall controls on day-to-day basis without manual intervention. We at Rhenus understand the importance of both, Data & Digital excellence in the supply chain Industry. We also understand how important it is for our customers to have end-to-end visibility along with accurate data points to take timely and data driven decisions. Our supply chain solution (SCS) team works with several proprietary as well as third party tools in a cloud environment and makes use of big data available across the entire systems landscape and transforms it to actionable insights with help of AI. AI, IOT and Big Data have proved to be very helpful across all the value streams of supply chain, be it automating time consuming tasks, predictive analysis, optimization, remote monitoring, Warehouse automation and safety.”

Shah says, “Advanced technologies such as AI, ML, Blockchain, Robotics, and automation play a crucial role in ensuring safety in warehouses. They can improve visibility, enable real-time monitoring, and reduce the risk of accidents by performing routine maintenance tasks, automating processes, and tracking products.”

CONCERNS

Selection of proper containers, storage location, segregation and separation, storage temperature, spill containment and emergency response, personnel training and safety, and regular inspections and maintenance forms are important when it comes to warehousing of dangerous goods.

Sehgal says, “Handling, storage, and ferrying dangerous goods in airfreight vertical will be monitored under best-in-class safety protocols set by ICAO, IATA, DGCA, WHO, FSSAI and other international regulatory bodies in exporting and importing countries. It becomes obligatory on the part of the freight forwarder to remain aware on the changing requirements, so that all loopholes are plugged in the end-to-end delivery of the product in a safe, secure and transparent manner, each time. Providing reliable and updated documentary services, efficient and visible ground handling functions coupled with smooth airport to airport connectivity will remain the key focus areas, which have to be amplified and repeated for each consignment. Once any company creates any facility then risk analysis and mitigation become part of the eco-system to establish a fair Quality Management Policy. The Skyways Group management has been proactive to the compliance needs of service offerings without which the end result can be meaningless and



Saurabh Bhalla
Managing Director
Air and Sea Logistics

The challenge is to adhere to the regulatory norms related to handling, ferrying of hazardous goods

intensive, in case of any mishaps. In addition to external and internal learning sessions, our facilities have the requisite regulatory permissions, safety gear and equipment, spill kits, insurance coverage, skilling/upskilling training programs, safety drills, and the like, which provide a safe and secure eco-system to our customers and employees.”

Fornell says, “There must be zero tolerance when it comes to EHS norms and there is a need of collaborative approach, while building a world class supply chain. For many eco system partners, safety is followed only on ‘paper’ and not on the ground, which needs a change. We have an Emergency Response Plan in place for tackling emergencies and a Business Continuity Plan to ensure all unwanted risks are mitigated without affecting business activities.”

Shah says, “The significant areas of concern for storing hazardous chemicals include proper container selection, storage location, segregation and separation, storage temperature, spill containment and emergency response, personnel training and safety, and regular inspections and maintenance. These measures are critical for preventing accidents, fires, and environmental damage associated with the storage of hazardous chemicals.” 🐦

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Grade A
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Logicbox: Committed to bolster Logistics Performance Index

Improving the logistics ecosystem in India requires a multi-faceted approach that addresses the needs of both B2B and B2C segments. Logicbox is committed and determined to improve the logistics performance index of India by adopting and implementing the following innovative measures:

1. Adopt technology to optimize logistics operations, reduce costs and improve customer experience
2. Improve last-mile delivery network with alternative delivery methods
3. Collaborate with Multimodal Approach to improve the overall logistics ecosystem
4. Focus on providing excellent customer service
5. Implement sustainable logistics practices
6. Provide training and skill development programs to employees to improve efficiency and productivity

Our reach ahead in East India, North East India, North India, West India, South India & Central India

Open Account with LogicBox & Finds entire services in one Umbrella
reachus@logicboxindia.com/ | info@logicboxindia.com

TIACA's Regional Symposium held

The International Air Cargo Association (TIACA) organised its first Regional Symposium at ITC Maurya in New Delhi. The summit focused on many topics such as digital innovation, sustainability, pharma, perishables, freighter capacity, among others. The three-day event also saw participation of global air cargo industry experts.



Leaders Roundtable



Global freight forwarder expands business scope

The company offers a wide range of international freight forwarding services from supply chain solution design and integration to full range of multimodal transport, including our own LCL product from Mumbai, Chennai and Tuticorin, and logistics services such as warehousing, order preparation, supply and distribution centres.



business scope thanks to a diversification strategy, based on innovation and international development. The small Breton paper manufacturer has become the international group as you know it today having strong positions in its three sectors: transport and logistics, communication, and electricity storage and systems. Logistics remains a key sector in the composition of the Bollore Group. We will continue to grow and make significant acquisitions in the upcoming months.

What place does India occupy in the current international logistics landscape?

India's logistics sector is estimated to account for about 14.4% of GDP. The Indian logistics industry has been gaining traction in the last few years propelling the growth of the Indian economy. Several factors such as – improving infrastructure nationwide, opportunities in emerging markets and channel alliances, urbanisation, faster adoption of newer technologies and digitalization, increased consumer preference for the reduced delivery time, and deployment of innovative techniques for a fast delivery of products are all playing the role of a catalyst in fuelling the growth of the logistics industry in India. This industry considered to be the lifeline of the country, holds unprecedented importance as it connects various markets, suppliers and customers dotted across the country, and has now been firmly embedded as an integral part of the national GDP value chain.

services from supply chain solution design and integration to full range of multimodal transport including our own LCL product from Mumbai, Chennai & Tuticorin, and logistics services such as warehousing, order preparation, supply and distribution centres. The company also provides quality services to local and global key sector players, such as healthcare, aid and relief, automotive, industrial projects, aerospace industries, defense, fashion and retail and other general cargo as well.

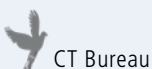
The Bollore Group announced on December 21 that it had finalized the sale of its African activities. What are the changes that will occur in your organization?

Changes are part of business life. This bicentennial year was the occasion to tell and remind the story of the group which throughout the years expanded its

FACTFILE

→ Demand for logistics in India is being projected at 9-10% in next few years.

→ This bicentennial year was the occasion to tell and remind the story of the group.



CT Bureau

Could you introduce the company and your activities?

Bollore Logistics, a brand of Bollore Transport & Logistics, is a global leader in international transport and logistics present in 65 countries. It provides its local and international clients with a unique integrated logistics network and a range of services allowing goods to be imported and exported to the most remote places. In 2022, the Bollore Group celebrated its bicentenary, the seventh generation now at the helm continues this great industrial adventure with the ambition to develop its business on the long-term and extend its network across the world.

Bollore Logistics in India offers a wide range of international freight forwarding

How do you see the market evolving? What are the growth sectors with high potential?

India has become the prime destination for logistics service providers all over the world. The demand for logistics services in India has been largely driven by the remarkable growth of the economy. The growth is being projected at 9-10 per cent in next few years which is expected to gain greater momentum due to the exponential growth of the Indian economy. The demand for FMCG and electronic products in India has been growing at a very fast pace. Several multinational companies from diverse industries have shown growing interest in setting up world-class manufacturing facilities in India to cater to the domestic market as well as for the export market.

What role plays Innovation in your strategy?

Innovation plays crucial role in the growth in any industry, Shipping and Logistics is no exception to this rule. The landscape of international trade as we understand it today has been shaped by the innovations in logistics that have helped us navigate and overcome these limiting factors. At Bollore Logistics, B. Lab is our innovation booster, which accelerates innovation in the supply chain by supporting all innovation initiatives, from ideation to go-to-market phase. Our experimental and collaborative approach focuses on the needs of our customers. Looking into future-Real-time monitoring, Forecast analysis, Blockchain, Inventory drones, Warehouse automation, Robotic Process Automation and alternative fuels and reusable packaging will transform

the complete international trade. We at Bollore Logistics, with help of our innovative co-creation spaces, B. Lab innovation centers, supports innovators carrying out pragmatic digital innovative projects together with our customers and partners.

What impact have the successive crises (COVID and Russia-Ukraine conflict) had on the management of your activities?

The widespread outbreak of the pandemic in different parts of the globe elicited numerous challenges. Border curbs and grounding of different modes of transport triggered issues such as labour shortages, transport capacity constraints, and surplus supplies since it was not possible to move finished products to consumers which eventually compromised smooth supply chain operations and trade flows. The tension in the air and sea freight markets as global demand continued to surge without enough capacity to match up, bringing freight rates to never-before-seen levels.

Due to the latest developments in Ukraine, trade with countries involved in the conflict was restricted and transport plans were deeply affected. Numerous countries-imposed sanctions on the Russian and Belarussian banking market and key state-owned/private companies. The European Union airspace was forbidden to Russian airlines (these restrictions do not concern humanitarian flights) and the Russian airspace banned for 36 countries. Airspace closures and airline specific measures lead to major

This industry considered to be the lifeline of the country, holds importance as it connects various markets, suppliers and customers dotted across the country

delays for re-routed flights. To better meet the logistical needs related to the humanitarian crisis in Ukraine, we are now able to provide new transport solutions to Ukraine territory via cross borders.

India concentrates lots of pollution. How do you contribute to reduce gas emissions through your activities?

In line with its "Powering Sustainable Logistics" program launched in 2019, Bollore Logistics is committed to reducing scope 3 CO2 emissions by 30% by 2030, linked to the provision of its transport services. In addition, we have launched eco-responsible service offers using low-carbon fuels such as AirSAF (Sustainable Aviation Fuel) and SeaAlternative or the use of electric trucks for urban deliveries.

To strengthen its sustainable logistics initiative, Bollore Logistics India also deployed recently a fleet of trucks running on Compressed Natural Gas (CNG) at its facilities in Mumbai, Bangalore & Chennai. Four CNG trucks are currently carrying out intra-urban distribution operations. The fleet is expected to expand to other sites by 2023. To date, the trucks have covered more than 35,000 km saving 6.5 tons of CO2 emissions compared to diesel trucks. A CNG truck reduces "Well-to-Wheel" (WTW) greenhouse gas emissions from 5% to 16% according to various studies. CNG presents way lower NOx and Particulate Matter emissions than the diesel truck used today, thus contributing to reduced urban air pollution. 🌱



Export growth in commodity groups in February 2023

Sl. No.	Commodities	(Values in million US\$)		% Change
		FEB'22	FEB'23	FEB'23

Commodity groups exhibiting positive growth

1	Oil Meals	70.61	226.63	220.96
2	Iron Ore	203.94	308.70	51.37
3	Spices	287.73	376.49	30.85
4	Electronic Goods	1483.80	1926.75	29.85
5	Fruits & Vegetables	306.80	360.23	17.42
6	Gems & Jewellery	3165.54	3601.12	13.76
7	Rice	929.32	1038.49	11.75
8	Ceramic products & glassware	277.24	309.13	11.50
9	Other cereals	105.49	116.72	10.65
10	Oil seeds	96.76	105.86	9.40
11	Cereal preparations & miscellaneous processed items	208.59	219.48	5.22
12	Marine Products	506.17	531.27	4.96
13	Drugs & Pharmaceuticals	1961.34	2053.99	4.72
14	Mica, Coal & Other Ores, Minerals including processed minerals	436.19	449.16	2.97

Commodity groups exhibiting negative growth

15	Jute Mfg. including Floor Covering	49.36	28.87	-41.51
16	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	1259.85	876.70	-30.41
17	Petroleum Products	6897.57	4913.01	-28.77
18	Handicrafts excl. handmade carpet	160.87	115.35	-28.30
19	Coffee	93.83	69.23	-26.22
20	Plastic & Linoleum	803.36	595.14	-25.92
21	Carpet	130.55	98.95	-24.21
22	Man-made Yarn/Fabs./made-ups etc.	481.20	397.12	-17.47
23	Meat, dairy & poultry products	363.37	306.20	-15.73
24	Leather & leather products	389.65	333.26	-14.47
25	Organic & Inorganic Chemicals	2439.60	2138.61	-12.34
26	RMG of all Textiles	1600.54	1406.99	-12.09
27	Engineering Goods	9501.81	8582.24	-9.68
28	Tobacco	78.09	70.69	-9.48
29	Tea	63.79	60.18	-5.66
30	Cashew	33.58	32.57	-3.01

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

www.cargotalk.in

Import growth in commodity groups in February 2023

Sl. No.	Commodities	(Values in million US\$)		% Change
		FEB'22	FEB'23	FEB'23

Commodity groups exhibiting positive growth

1	Transport equipment	1365.26	2037.59	49.25
2	Professional instrument, Optical goods, etc.	439.81	570.35	29.68
3	Project goods	261.98	320.94	22.51
4	Iron & Steel	1605.09	1869.28	16.46
5	Pulp and Waste paper	118.23	135.54	14.64
6	Newsprint	26.91	30.52	13.42
7	Machine tools	320.61	359.63	12.17
8	Coal, Coke & Briquettes, etc.	2860.22	3114.71	8.90
9	Chemical material & products	893.45	965.20	8.03
10	Fruits & vegetables	198.20	211.45	6.69
11	Artificial resins, plastic materials, etc.	1718.46	1830.38	6.51
12	Machinery, electrical & non-electrical	3618.09	3848.96	6.38
13	Wood & Wood products	503.00	518.62	3.11
14	Medicinal & Pharmaceutical products	613.61	618.53	0.80

Commodity groups exhibiting negative growth

15	Silver	482.27	12.95	-97.31
16	Fertilisers, Crude & manufactured	1670.24	679.90	-59.29
17	Sulphur & Unroasted Iron Pyrts	58.37	26.69	-54.27
18	Gold	4778.39	2631.83	-44.92
19	Metaliferrous ores & other minerals	807.87	564.20	-30.16
20	Cotton Raw & Waste	47.15	34.67	-26.47
21	Dyeing/tanning/colouring materials	362.45	278.53	-23.15
22	Pearls, precious & Semi-precious stones	3198.59	2531.44	-20.86
23	Leather & leather products	84.90	71.84	-15.38
24	Textile yarn Fabric, made-up articles	188.84	165.64	-12.29
25	Electronic goods	6332.89	5630.48	-11.09
26	Organic & Inorganic Chemicals	2438.17	2302.79	-5.55
27	Petroleum, Crude & products	15755.49	15082.35	-4.27
28	Vegetable Oil	1361.28	1327.49	-2.48
29	Pulses	188.84	188.60	-0.13
30	Non-ferrous metals	1588.97	1588.24	-0.05

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

Last-mile delivery vital to boost efficiency

Established in 1993, Express Roadways aims towards designing and developing, customizing solutions for customers. In the coming years, the company aims to create multi-user warehousing and distribution facilities in all cities of the country, says **SK Gupta, Managing Director**.



CT Bureau

Tell us about the genesis of your operations in India. What kind of services do you offer?

From a humble beginning on 7 July 1993, from Delhi Express Roadways, we started expanding wings. As the years passed by, we graduated from a transportation organization to a supply chain solution provider. Our satisfied clients are our strength and we have increased our customer base in the past 29 years. We offer a range of supply chain solutions such as:

- Warehousing (in plant/remote).
- Primary/secondary transportation.
- Inventory planning and management.
- C&F operations.
- Regional distribution (B to B & B to C).

What are the crucial areas in logistics and supply chain industry?

The past few years have been challenging for the industry worldwide due to COVID. The global supply chain, which was affected quite badly, has now stabilized. Those with a strong base of infrastructure and network were the first one to sustain and grow. The challenge today is everyone is focusing on their SBUs, the industries



SK Gupta
Managing Director
Express Roadways

outsource the logistics services to a 3PL service provider. Only a few 3PL players do the activities themselves, while others outsource it due to lack of infra, technology, financial strength, resources. In India, 60-80 per cent warehouses are flat. Since the holding cost of inventory is getting dearer with passage of time, consumer expectations rise on how efficiently one satisfies the customers' needs. Since inception, our focus has been to fulfill customer demands within the deadline.

How do you think ongoing infra developments will boost logistics growth?

With the development of infra, highways, and smart cities, it provides speed and convenience for the industry, which in turn will result in

- Reduction in inventory holding cost.
- Improvement in longevity of vehicles.
- Reduction in turnaround time.
- Optimum utilization of resources by creating multiusers facilities.

The results will be encouraging, as it will not only save time and cost but also improve efficiencies.

Tell us about your projects in pipeline?

We aim to be the best logistics service provider with a focus on providing tailor-made solutions. The present structure is diverse and requires different solutions for different product ranges.

To take the growth story forward we aim to create:

- Multi-user warehousing and distribution facilities in all cities
- Expanding our regional distribution centers from two million sq. ft. to 10 million sq. ft. fully automated facilities
- Increasing the owned vehicle strength from 2,000 to 5,000 to increase our strength in primary and secondary distributions
- Focus on R&D to support our clients with innovative solutions
- Use of the latest tech is our regular practice. We will upgrade it to the next level as and when the new technology comes.
- We wish to go global

What makes you better vis a vis your competitors? What is your USP?

Express Roadways are ready for any challenges in future and as a continuous process we work on our Unique Selling Proposition:

- Focused approach for each activity
- Express SCS focuses on warehousing and secondary distribution

Only a few 3PL players do the activities themselves, while others outsource it due to lack of infra, technology, financial strength

- The firm focuses on time bound FTL primary movements
- Technically-driven multiutility warehouses
- Customer-centric MIS with zero lack time (real-time information)
- Highly qualified manpower.
- Use of advance tech in WMS, which can interface with any platform i.e. SAP and Oracle among others
- Globally align safety policies for resources and consignments
- Optimum support to customer on reduction in inventory holding cost and improving efficiencies
- Adopting environmentally friendly steps to reduce carbon footprint



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Air and Sea Freight



3PL Warehousing and Supply Chain



Customs Clearance



Criticare Logistics



Door 2 Door Logistics



Project Logistics

BLR Airport tops in cargo handling in CY 2022

BLR Airport recorded cargo volumes in CY 2022 as 412,668 MT, highest tonnage handled since Airport Opening Day (AOD). For the second consecutive year, it stood as the top airport for perishables in India and is identified as the third busiest one processing global cargo, says **Satyaki Raghunath, Chief Strategy & Development Officer, BIAL**.



CT Bureau

The Kempegowda International Airport, Bengaluru (KIAB or BLR Airport) recorded passenger numbers recovery of 82 per cent since CY 2019 (pre-COVID year), with a total of 27.50 million passengers travelling through BLR Airport in CY 2022. This included 85 per cent recovery in the domestic sector and 65 per cent recovery in the global sector. Reasons, including relaunching of key routes and introduction of new routes connecting leading business hubs and travel destinations contributed to the rapid recovery. About 24.36 million domestic passengers and 3.14 million global passengers travelled through BLR Airport. The month of December recorded significant numbers.

CARGO GROWTH

BLR Airport is South India's sole airport and India's second airport to have freighters of three of the world's largest express players namely, UPS, DHL, and FedEx. BLR Cargo scripted success for the second year in a row. The BLR Airport stood as the top airport for carrying perishables in India and is now identified as the third busiest airport processing international cargo, says **Satyaki Raghunath**, Chief Strategy & Development Officer, Bangalore International Airport Ltd (BIAL).

With 14 domestic and foreign cargo carriers operating on 41 direct routes, BLR Cargo consolidated BLR Airport's place among top Indian cargo airports.



Satyaki Raghunath
Chief Strategy & Development Officer
BIAL

BLR Airport ranks as top airport for carrying perishables in India and is identified as third busiest one processing global cargo



Cargo volumes in CY 2022 were 412,668 MT, the highest tonnage handled since Airport Opening Day (AOD). The highest import tonnage was recorded in July. Domestic cargo recorded a rise of 8 per cent in CY 2022. The highest cargo recorded in a single day was 1,612 MT on 29 September 2022.

YEAR-END BOOST

Around 3.13 million passengers travelled in December 2022 (of which 2.74 million were domestic passengers)—surpassing the pre-COVID record of 3.06 million passengers in December 2019. On December 23, the BLR Airport recorded the highest number of passengers for CY 2022 at 1,07,825 pax. There was 98 per cent recovery in air transport movements (ATMs) vis-à-vis pre-COVID numbers, domestic ATMs posted a 100 per cent recovery.

MAJOR EXPANSION

After COVID, most airlines resumed their operations fully, connecting to increased number of destinations in

2022. The BLR Airport is now connected to 75 destinations across India, and an increase of 16 destinations, compared to pre-COVID. Akasa Airlines' growth has been one of the success stories of 2022, basing a large part of their fleet at BLR Airport and growing to 30 daily departures to 11 destinations within six months of their commencement. Post-resumption of global flights in March 2022, the introduction of Bengaluru and Sydney direct flight (four weekly flights) by Qantas Airways made it the first link to Australia from South India. This was followed by Emirates launching its A380 service to Dubai, citing more demand from BLR and south India. With Air India's reinstatement of its thrice-weekly Bengaluru-San Francisco route in December 2022, BLR Airport became the first airport in the south and central India to get direct link to North America.

TRANSFER HUB

Delhi, Mumbai, Kolkata, Kochi, and Hyderabad were the top domestic routes in CY 2022. They contributed 40 per cent to domestic traffic. Dubai, Male, Singapore, Doha, and Abu Dhabi were the top global routes contributing 47 per cent to international traffic. "COVID years were challenging for us, but we were encouraged by the recovery in passenger traffic. CY2022 marks a milestone for us as we have increased our operational capacity with inauguration of new T2 at the BLR Airport. We believe that with the operationalization of T2, we will be better poised to be the natural gateway to south and central India," he said. 🐦

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JWC Logistics Park: www.jwclogic.com

JWR Logistics: www.jwrlogic.com



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📍 MUMBAI

📍 BANGALORE

📍 DELHI





The integrated cargo terminal at the Indira Gandhi International Airport, New Delhi

Delhi is transshipment hub for Bangladesh cargo

With this initiative, Delhi International Airport Limited (DIAL) is on its way to become the international cargo hub of the world, serving as a transshipment centre between the East and West. Cargo will reach from Dhaka to Delhi via Bangladesh-India border at Benapole-Petrapol, says **Videh Kumar Jaipurkar, Chief Executive Officer**.



CT Bureau

Delhi International Airport Limited (DIAL), a subsidiary of GMR Airports Infrastructure Limited, welcomed the first batch of transshipment cargo from Bangladesh, paving the way for a faster and cost-effective route of shipping export cargo globally. The first batch of cargo, which left Dhaka on 26 February 2023

Cargo transshipment via Delhi to cost manufacturers and suppliers significantly less as compared to other routes

reached the Delhi Airport on 3 March and left for Spain on 5 March.

Delhi Airport received approval from Centre on 7 February, allowing DIAL to serve as transshipment hub for export cargo between Bangladesh and other destinations. The government's decision may boost the national economy, while reducing the shipment cost for manufacturers and increasing the

daily export of global cargo via Delhi airport, including ready-made garments, handloom, footwear, leather products, jute products and pharmaceuticals.

Bangladesh has emerged as a global hub for ready-made garments. The new route of transportation may create new vistas of opportunity for the South Asian country. Since the manufacturers there rely on India for raw material,



including threads, textiles, jute, leather and pharma raw material, any boost in exports will result in a rise in demand for produced in India raw material in Bangladesh. Bangladeshi ready-made products are in demand in Germany, the UK, France, Spain, Italy, The Netherlands, Denmark, parts of Eurasia

and the USA. With Delhi airport's linkage to most European nations, this route will boost the Centre's initiative of reaching countries of the sub-continent to their full potential. The transshipment cargo will reach from Dhaka to Delhi, via the Bangladesh-India border at Benapole-Petrapol. Once it left the Petrapol border after all security checks, the manufacturers tracked their shipment throughout its journey, including its arrival at IGIA, security checks, and uploading on the aircraft. To ensure EoDB, DIAL has created a special truck docking facility and a dedicated X-ray area for swift transfer of cargo to outbound locations.

Videh Kumar Jaipuria, CEO, DIAL said, "The Delhi airport is on its way to become the global cargo hub of the world, serving as a transshipment center between the East and the West. Globally, most manufacturing takes place in south and Southeast Asian nations, which lack freight and handling capacity. This is where Delhi airport can help countries come together, help businesses and economies of neighboring nations to prosper."

Delhi airport is the largest cargo hub airport in South Asian region, with two integrated cargo terminals having an annual cargo handling capacity of 1.8 million MT, scalable to 2.3 million

MT. The IGIA's cargo terminals have world-class infra with GDP certified temperature-controlled facilities to handle 1.5 Lakh MT temperature-sensitive cargo per annum. These facilities have several temperature-controlled zones. In terms of airside infra, IGIA is the first and only one in India to have 12 numbers of dedicated freighter parking bays, providing capacity for airlines to move cargo to and from the airport. The cargo apron can do three nose load operations at a single point of time.

The Celebi Delhi Cargo Terminal team successfully dispatched the first full freighter load of about 124 MT cargo shipment from Bangladesh Export Air Cargo on a Boeing B747-800, an Atlas Air freighter. On this occasion, Mr. Kamesh Peri, CEO, of Celebi Delhi Cargo Terminal, said, "As an international cargo terminal operator, it is our immense pleasure to facilitate international transshipments from Bangladesh to third countries via Delhi Airport. We welcome this initiative of the Indian government to allow exporters from Bangladesh to send their international cargo via Delhi International Airport. This route will be faster and more economical for Bangladesh exporters, and we, at Celebi Delhi Cargo Terminal, are looking forward to facilitating many more such shipments in the future."

FACTFILE

→ Delhi airport is the largest cargo hub airport in South Asian region.

→ Celebi hails the govt's move to allow Bangladesh exporters to send their cargo via IGIA.



Pradhaan Air Exp to add second A320 in Q2 2023

Pradhaan Air Express was launched when the government announced its vision for air cargo to reach 10 mn tons by 2030. Despite declining market, India's youngest airliner continued to gain momentum and achieved vital milestones. It has got approvals to carry pharma, mobile phones, lithium batteries, AVI, says **Vipul Bhalla, Chief Business Officer**.



Ritika Arora Bhola

Tell us about the genesis of Pradhaan Air Express' ops in India and abroad. Throw light on its freight operations. What are the destinations covered and types of cargo moved?

Pradhaan Air Express currently operates multiple flights a week to Hanoi along with other flights to Yangon and Kolkata. We have operated some exciting ad hoc charters, including the first relief flight by a private Indian cargo carrier to Adana Turkey after the earthquake.

We have a lean, flexible team that is ever responsive to the on-demand charter requests. In fact, to our credit is a domestic operation that helped move a critical spare for a oil refinery. The customer was in touch with all the cargo operators in

India, but eventually it was Pradhaan Air Express's 'Pehalwan' that picked up and delivered the shipment according to the customer's schedule. On numerous occasions, we have also helped the customers by operating flights for them that were confirmed, but not operated at the last minute by other carriers.

Tell us more about Pehalwan's infrastructure and specifications to carry a variety of cargo, including bulk cargo or oversized shipments?

Our Airbus A320 Freighter is aptly christened as "Pehalwan" to reflect our Indian roots. We are proud of the fact that this is the first conversion of the A320 into a freighter aircraft, which has made its world debut on an Indian AOP. Currently, it is the world's only A320 freighter. We are grateful for the support that the regulators and authorities

have provided in making this dream come true. The A320 offers an available payload of nearly 21 tons and has a better range than other aircrafts in its category, including the A321. The A-320 is a tried and time tested aircraft with fly by wire technology that is currently ruling the Indian skies.

We have got the approvals to carry all kinds of cargo, be it pharmaceuticals, mobile phones, lithium batteries, and AVI among others. Point to point services at the appropriate time helps shipments to arrive with the fastest possible transit. The main deck can accept cargo up to a height of 80 on all 11 PAJ (125"x88") pallets. The aircraft is also flexible enough to carry 10 PMC's (125"x96") in an alternate configuration on the main deck and some other variations that allow us to provide the right solutions to our customers.

FACTFILE

- It is the world's only A320 freighter.
- The A320 offers an available payload of nearly 21 tons and has a better range than other aircrafts in its category, including the A321.

Tell us about the ground handling operations?

Pradhaan Air Express has high flexibility for choosing the right ground handling partners at each of the locations we operate to. We are in the process of reviewing our ground handling arrangements at all airports to bring better value to our customers as well as deliver the right service standards. Recently, there have been requests to operate to airports in the Northeast as well as South India, however, not all airports have the equipment available



to handle main deck ULD's. This remains a big concern as some regional Airports are unable to take advantage of a narrow body freighter's full capacity. This is an area that our team is working on very closely with various ground handling service providers.

How would you rate India's logistics infra moving cargo from one destination to another? Do you think it is good enough, or do you feel there is a need for improvement?

There is nothing called perfection in terms of logistics. Every time you think you are perfect some customer will come to you with a challenge that will require innovation and off we go again. Talking about Infrastructure in India, it has improved tremendously. But there is still a long way to go. In fact, to the extent that some part of the road freight network is

now providing a heavy challenge to the domestic airfreight. As I have mentioned before, one of the areas that will require focus from the airport operators and State governments is the availability of the right equipment to take advantage of the growing fleet of narrow body freighters. The government has been ahead of the curve in coming up with a scheme such as Krishi Udaan and we are looking forward to playing our part in improving both domestic and international connectivity for Indian produce.

Do you think the country needs more narrowbody or widebody aircraft to meet demand?

At present, the widebody freighter demand is being fulfilled by foreign carriers operating from their hubs into and via India. The previous Open Skies Policy tremendously helped India's trade. Now the time has come to embrace the aspirations of home-grown carriers and entrepreneurs who are stepping ahead and aspiring to support the creation of a supply chain with India as the centre of both demand and supply. Cargo has traditionally been one way movement often causing imbalances that require the operation of empty legs. Despite the GST regime being fully embedded in our trade environment, producers are still unable to take advantage of a seamless supply chain. On several occasions, the exporters, farmers, or the shippers end up paying for the two-way cost for capacity.

In the present environment, narrow body freighters are the right move as it gives a good economy of scale keeps the tonnages manageable, while complementing the passenger



Vipul Bhalla
Chief Business Officer
Pradhaan Air Express

Presently, the narrow body freighters are the right move as it gives a good economy of scale and keeps tonnages manageable

narrow body network as well. Consumer sentiment in the future will drive the requirement and move on demand air freight up the value chain and to the remotest part of the country. As an example, the capability of a freighter to fly across Bangladesh tremendously helps in reduction of the transit time with the Northeast. Similarly, the north/ south connectivity is helping many manufacturing units, especially the automobile industry to enable JIT deliveries thereby saving on inventory costs.

What are the busiest air cargo routes?

We have concentrated on a few routes in the beginning as we were getting to know the aircraft and its capabilities. With nearly six months of operations behind us, we are now getting ready to explore new markets and routes. We want to expand our bases and enhance collaboration. It was a very proud moment for our team when we crossed 100 international commercial operations in February. We have continued to gather speed since.

What are your expansion plans and projects in the pipeline?

We would welcome a few more players in the coming months. We are also looking forward to adding our second A320 in Q2 of this year. On a lighter note, it means that the Pradhaan Air Express will remain as the one and only airline to operate the A320 Freighter for some more months, it does get lonely when you are the only operator of a particular aircraft type. 🙋



Bolloré customer meets held

Bolloré Logistics India organized its customer meets in Mumbai and Delhi recently. The event was graced by Thierry EHRENBÖGEN, President, Bolloré Logistics, Philippe LORTAL, CEO, Middle East & South Asia and Sanjay GOEL, Director & CEO, South Asia. Industry experts, stakeholders, and customers' from across India also attended.

NEW DELHI



MUMBAI





Embrace transparency, certainty & digitization

Brihanmumbai Custom Brokers Association (BCBA) was formed in order to promote interests of custom house agents in matters relating to inland and foreign trade, shipping, transport, banking, warehousing and insurance. The country can be a world leader in Amrit Kaal and embrace digital technology, says **Dushyant Narayandas Mulani, President.**



Ritika Arora Bhola

Tell us about the changes you have observed in the agents since you stepped in. Elaborate on the association's recent activities, ongoing projects, and plans?

BCBA was established more than 85 years ago. The core factor that binds the association today with all the stakeholders and its members is its role of capacity building for its members. Today, we have around 2,300 members

employing over one lakh employees in this sector. We have been embarking on compliance training and skill development in order to ensure that we provide thought leadership to our members, and the fraternity. We have been providing important structural changes, reforms, and business process re-engineering measures to various ministries, including the Union Ministry of Finance, CBIC, Union Ministry of Commerce, Shipping, Civil Aviation and so on.

Of late, youngsters are coming forward in the logistics sector. Custom clearance has always been at the center of the logistics scenario. We are glad to announce the support that the BCBA has been giving to its members and trade and industry at large. Whether it be initiatives such as 'Make in India,' or 'Digital India,' there has been improvement of the logistic performance index and upgrading of the index of ease of doing business (EoDB) with World Bank interaction.

The BCBA has been at the forefront of it along with FFFAI, our parent body, which is present at 30 locations. We have been engaging in ensuring to create an ecosystem of compliance that happens to train and develop skillset of youngsters. We were the only private sector institution to be awarded the World Customs Organization Award by the Union Ministry of Finance, Central Board of Indirect Taxation and Customs. Digitizing the entire operation of custom brokers was one of the CBIC's key



endeavors, which made Mumbai one of the largest custom zones. Next on the agenda is taking forward the theme as laid down by the WCO, nurturing the next generation, promoting a culture of knowledge sharing and professional pride in customs. India being a signatory to it, CBIC is taking forward this endeavor of WCO and BCBA having the largest membership base. Our two training and knowledge-based sessions have been underway to create an entire ecosystem, which is full of professionalism that comes with training, skill development and compliance.

How much support have you been receiving from the government and private stakeholders in this regard?

We have the support of Union Ministry of Finance and the Union Ministry of Commerce. CBIC has been at the forefront of its hand-holding knowledge dissemination, providing soft infrastructure, and after the pandemic, the virtual platforms have helped. The logistics industry has received 'industry status'. We have support at all levels in order to enhance the performance of logistics sector and I would say that today amongst all the

stakeholders. Customs has been one that can be showcased as one of the pioneers in digitalization and creating a paperless environment.

Tell us about the changes you have observed since you entered the industry. How was it before and how has it evolved now?

Over the past three decades, the industry has undergone a huge change, and, CBIC and the Union Ministry of Finance have year after year come out with various structural reforms helping the industry. These include introduction of EDI to ICE GATE in 2003 to RMS in 2005, Self-Assessment in 2011, and e-payment of Customs Duty in 2013. Then you go across to the Single Window System, where all the participating government agencies were included in 2017.

We had 'e-sanchit' in 2018, 'Turant App' helped the customs become paperless, contactless, and faceless in 2020. Also, the customs have acted as a local player among all the stakeholders in process of clearance and brought about major changes such as direct port delivery and direct port entry, which have helped the importers, exporters, and trade at large points about RMS Facilitation today. No doubt, India is investing in the infra development at ports, airports and for road development among others. But within the given set of infrastructure, the final thrust came because of COVID, which was, I would say, is a blessing in disguise. Everybody who are talking about going digital, went the digital way due to COVID. So, it has been a long journey and India has come a long way.

What are the crucial areas of concern for customs today?

India is aspiring to grow to a US\$5 trillion economy; it will require a different mindset of growth, which will have to be instilled in the trade and the department. Achieving this will be dependent on the tenets of transparency and predictability.

The TFA articles of which India is a signatory lays down the principles of transparency and predictability, and yes, the authorities are working on it.



Dushyant Narayandas Mulani
President, Brihanmumbai Custom Brokers Association (BCBA)

The industry has undergone a change and, CBIC and the Union Finance Ministry have come out with various reforms to help the logistics industry



FACTFILE

→ We are creating an ecosystem of compliance to impart training to youth.

→ Customs can be showcased in creating a paperless environment.

The NLP shows the importance that our nation is addressing it.

- In the custom clearance scenario, we have urged CBIC to lay down time limits for custom clearance—12 hours for shipments coming by air and 24 hours by sea. The trade will have to follow it with timely submission of the Bill of Entries and Shipping bills with customs, timely custom duty payments and the like. This kind of benchmarking will surely help in creating centralized feedback and escalation mechanisms with CBIC that will help the trade and industry to intensify any issues they are facing and right from the top, CBIC has given progressive feedback towards it, and I am sure, they will be implementing it soon.

- The logistics sector is currently facing several issues with the other stakeholders. They need to embrace this doctrine of transparency and predictability and digital working in total. The stakeholders such as custodian, the airlines, the NVOCCs, and shipping lines need to come onboard in order to ensure that performance benchmarks and digital working are embraced in totality.

- Lastly, the government agencies such as FSSAI, ADC, animal quarantine, plant quarantine must also go digital. The parallel manual paperwork needs to be stopped immediately, as it has happened in customs.

Do you think the country can deploy advanced technology. Is the industry ready to embrace that technology now?

Yes. I can say India can embrace digital tech like no other in the world. India can be a world leader to showcase this. Today, with the stride the country has made by implementing single window system and digital custom clearances, some of the advanced economies are also not that digitized to that extent. I say let there be a structured pathway laid down by the authorities with timelines for full digitalization, and India can be a world leader soon. This is going to be the country's decade of logistics. 🐦

ACCD's musical extravaganza

After three years, Air Cargo Club of Delhi (ACCD) held an annual ball at Bel-La-Monde Hotel in New Delhi. The glittering event saw the club's members meet and interact with each other. They grooved to foot-tapping Punjabi and Bollywood numbers and enjoyed the scrumptious food and sparkling wines.







Infra development to increase revenue growth

Budgetary allocation of ₹ 10 lakh crores to infrastructure, roads and railways would help accelerate growth and improve first and last-mile connectivity. Last-mile delivery for increasing business, brand loyalty and better margins are significant areas for assisting in shaping the future of the logistics industry, says **Rajesh Kapase, CEO, Trackon Couriers**.



Ritika Arora Bhola

Tell us about the genesis of Trackon's operations in India. What kind of products and services do you offer to your clients?

Trackon's presence in Indian logistics in the past 18 years helped us to give a better delivery solution to our customers with over 250 branches and associate strength of 5,500 in the domestic market. We offer air cargo and prime services to those customers who require assured delivery within

FACTFILE

- We cater to 5,900 pin codes and one of the best IT infra operations. We plan to serve 12,000 more.
- We want to strengthen our road express capabilities by investing in ground infrastructure.

timelines promised. Road Express Cargo services are for those customers for delivery of heavy shipments across India. Internationally, we are tied up with the best service providers, who specialize in their specific zones and in their countries.

Could you tell us about your loyal clientele in India? What do they 'seek' and how successful have you been in fulfilling their demands?

Our business comes mainly from our channel partners and direct partners.

The channel contributes to 70 per cent of our revenue and DP is 30 per cent. Our loyal channel partners get the best delivery solutions for their customers and feedback mechanism coupled with one of the best IT capabilities we have. Our presence in DP is across industry spectrum be it pharma, manufacturing, IT peripherals and FMCG, among others.

Share with us your expansion plans and projects in pipeline?

Our plans are within a short span of time to serve more than 12,000 pin



codes in India. Presently, we cater to as many as 5,900 pin codes and one of the best IT infrastructure operations. We want to strengthen our road express capabilities by investing in ground infrastructure, the proof of which is we have added 5 lakh square feet after Q3 2023. We want to maximize our delivery efficiency in our prime product so that

we cater to time-bound deliveries for pharmaceuticals sector.

Today, when the customer is the king, tell us how you identify the pain points, while providing business solutions to air freight stakeholders and others?

Customer is the focal point for any business today in India; same is the case with us as we claim to give one of the best delivery solutions to the customers. We understand that if we deliver our customers consignments in time, we get more business. Also, our engineering teams' work day after day and revisit our process to match with the current customers' demands.

How would you rate India's infra for logistics ops. Do you think it is adequate to meet demand-supply gap or there is need for more?

Infrastructure development is the critical enabler to economic growth. Logistics infrastructure, covering road, rail, waterways, and air network are the backbone on which the nation marches ahead. Although the urgency to develop India's logistics infra has been realized in the past decade, the task on hand is quite daunting. India's logistics infra lacks support of the expected growth rates of 7 to 8 per cent over the next decade. This expected 2.5-fold-growth in freight traffic will increase pressure



Rajesh Kapase
Chief Executive Officer
Trackon Couriers

Although the urgency to develop India's logistics infra has been realized in the past decade, the task on hand is quite daunting

on India's infra. Over two-thirds of the infrastructure network capacity has not yet been built. Learning from the past and adopting global best practices, India should pursue a logistics infrastructure strategy for minimizing investment, maximizing cost-efficiency, reducing losses for users and is energy-efficient.

What will be the megatrends for this year and beyond?

Trends such as enhancing Radio-Frequency Identification (RFID) provides real-time tracking data, digitizing the supply chain for efficient and resilient operations, last-mile delivery last for increasing business, brand loyalty and better margins can shape the future of the logistics sector.

Will budgetary proposals and the Union government decisions boost logistics growth?

Nirmala Sitharaman, Union Finance Minister, allocated ₹10 lakh crores to roads and railways help the industry to proceed on a growth trajectory. The Union Budget has covered infra development by allotting ₹ 75,000 crore towards improving first and the LMD. As a part of the logistics sector, we are happy with the announcements since they will help solve connectivity issues. The NLP announcement will lead India on to a progressive path with logistics playing a key role in GDP. 📌



Logistics summit of B'luru held

Logistics Club of Bengaluru Summit 2023 & Beyond was held at Taj, Bangalore. Ranjana Jha, former Principal Chief Commissioner, Customs, Dr. K. Balamurugan, Commissioner, Customs, Bangalore City Raveen Pinto, VP, Aviation Business, Bangalore International Airport Ltd graced the occasion. Members of the cargo and aviation fraternities also attended.







Collaboration vital for seamless logistics ops

We are trying to go paperless in the coming year and reducing our carbon footprint. We are also looking forward to developing an integrated logistics platform, which can be customized by our customers according to their requirements, says **Abhiyank Govil, Director, Business Development and Operations, Activair Airfreight India.**



Ritika Arora Bhola

Share with us your experience of being in the logistics industry. What inspired and motivated you to enter this sector?

Logistics sector plays a significant role in the international economy. It involves the management of the flow of goods and services from the point of origin to the point of consumption, which includes transportation, warehousing, inventory management, and supply chain management. Logistics as an industry is so vast there are new things to learn and conquer literally daily.

FACTFILE

- India is one of the fastest-growing economies, and trade plays a vital role in its growth.
- India has been engaged in trade with various countries and also expanding trade relationships.

Today, the world seeks to ship to India. Where do the trade activities with India stand at this moment?

India is one of the fastest-growing major economies, and trade plays a vital role in its economic growth. India has been actively engaged in trade with various countries and has been making efforts to expand its trade relationships.

Collaboration among the stakeholders is important. Do you think industry stakeholders are ready to unite for growth?

In the logistics sector, collaboration among the stakeholders, including

manufacturers, shippers, carriers, and service providers, is crucial to ensure seamless flow of goods and services. While there may be challenges to collaborate, the stakeholders can overcome them by identifying common goals and interests and exploring mutually beneficial opportunities for growth and development.

What are the emerging trends in logistics/air cargo sector globally. According to you, what are the areas that need immediate attention?

Digitalization: It has been a major trend in the logistics sector, and the air cargo industry is no exception.



Technologies such as Artificial Intelligence (AI), Blockchain, and the Internet of Things (IoT) are increasingly adopted to improve efficiency and visibility across the supply chain.

Sustainability: Sustainability is becoming an important trend in the

sector, and the air cargo industry. The industry is exploring various initiatives to reduce its carbon footprint, including the adoption of sustainable fuels, the use of electric and hybrid aircraft, and optimization of cargo loads in order to reduce fuel consumption. Although India is a price-sensitive market, it will have to overcome the challenge in the future.

What, according to you, will be the major growth drivers in this year and beyond?

e-commerce logistics: The growth of e-commerce has led to an increased demand for logistics services, particularly last-mile delivery. The logistics companies are investing in technology and automation in a bid to improve efficiency in handling e-commerce orders. The 3PL providers are offering end-to-end solutions, including warehousing, transportation, and inventory management.

Technological advancements: Robotics, AI, and Blockchain are transforming the logistics industry like anything, and companies that can leverage these technologies to optimize their operations and improve



Abhiyank Govil
Director, Business Development and Operations
Activair Airfreight India

The growth of e-commerce sector has led to an increased demand for logistics services, particularly last-mile delivery

supply chain visibility are likely to experience growth.

What makes your company better than its competitors? How do you ensure efficient supply chain ops and excellent customer service?

Customer focus: Companies that prioritize customer satisfaction and build strong relationships with their customers are likely to succeed than those that do not. Listening to the customer feedback and taking measures to address their concerns can help the companies build a loyal customer base, which remains top in the list. We focus on providing high-quality services essential for any company that wants to be successful in the long-term. The companies that prioritize quality over quantity and ensure that their services meet or exceed customer expectations may be more successful.

Share with us your major expansion plans or projects in pipeline?

Trying to go paperless in the coming year, reducing our carbon footprint and developing an integrated logistics platform that can be customized by our customers. 🐦



Biz meet to enhance EXIM trade

Haropa Port, France, held an interactive trade meet at Taj Mahal Hotel in New Delhi. The event was organised to highlight cost competitive, sustainable investment opportunities and logistic solutions at the port and share information of EXIM trade between India and France/EU. The event was attended by shipping lines and associations.



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ACCB holds cricket tourney

Air Cargo Club of Bombay (ACCB) held second Underarm Cricket Tournament, ACCB-Galaxy Freight Trophy at Samita Industrial Complex Turf. Twenty-four teams participated in the tournament. ACCB plans to hold them every two months. The cricket tournament was sponsored by Galaxy Freight, which was commended for enhancing the confidence of the ACCB.





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CAPA holds aviation summit

CAPA India organised Aviation Business Summit 2023 at Hyatt Regency in New Delhi. M. Jyotiraditya Scindia, Union Minister of Civil Aviation delivered the key welcome address. The aviation conclave was graced by the who's who of the aviation and air cargo fraternity from across the globe.



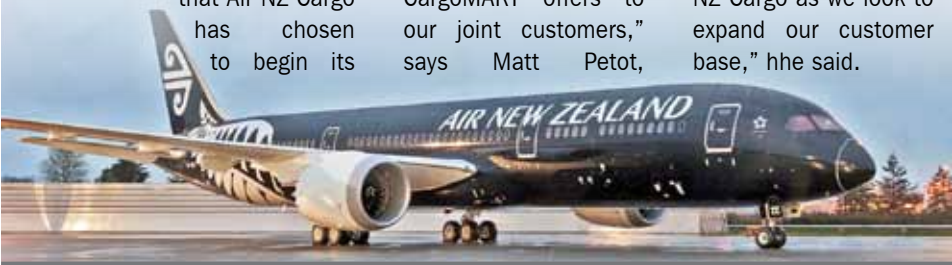


Air Nz Cargo, CargoAi offer digital freight capacity

Air NZ Cargo will be offering its capacity from USA and Canada into New Zealand and Australia. “We are proud to be the marketplace of choice that Air NZ Cargo has chosen to begin its

digital offering with. With our shared vision of changing the air cargo landscape, we are looking forward to bringing the best digital booking experience CargoMART offers to our joint customers,” says Matt Petot,

CEO, CargoAi. Freight forwarders in USA and Canada can book general and express cargo on all Air NZ Cargo routes. “We are glad to partner with Air NZ Cargo as we look to expand our customer base,” he said.



Etihad Cargo books pet shipments

Etihad Cargo has introduced online pet shipment bookings for dogs and cats, online dangerous goods bookings, and a custom feed within the customer dashboard of its online booking portal.

Booking pet shipments required customers to send multiple documents via email. Following the launch of the online pet shipment booking portal, Etihad Cargo's customers can book the shipment

of dogs and cats via the portal, making the booking process easier than ever before. Booking of shipment of dangerous goods via the online portal has also been simplified. The portal now enables the capture of UN numbers, which are globally recognised classifications that identify hazardous substances in global shipping.



CAG, BAC to strengthen cargo capability

Singapore's Changi Airport Group has strengthened its tie-up with Brussels Airport Company in Belgium

to improve global air cargo ops. The firms signed an MoU to improve pharma logistics abilities and share their

best practices. They intend to perform studies and trials related to digitalization and sustainability. Lim Ching Kiat, Executive VP, CAG Air Hub and Cargo Development said, “The firms will focus on Green Air Pharma Corridor study held in alliance with Pharma. Aero members.”



Menzies Aviation partners with IT major to alter air cargo

Menzies Aviation has tied-up with Wipro to transform its air cargo management services. The firm will use a new product, developed by Wipro, to improve business efficiencies, employee experience, and customer service through automation. Wipro's cargo handling product was designed using cloud-native technologies, a release stated, adding the



product will result in increased transparency and real-time-tracking. Menzies Aviation will be rolling out the Wipro product to five air cargo locations—Bucharest in Romania; Wellington, Christchurch, and Auckland in New Zealand; and Macau in China—by the end of 2023.

Cargojet sells 2 B777-300s for US\$53mn in Q2 2023



Cargojet, the all-cargo Canadian carrier, has decided to complete the sale of two Boeing 777-300 aircraft for \$53.5 million in Q2 2023. “Due to the global slowdown, we plan to defer the induction of the B777-300 fleet and maintain its financial strength. The B777-300 disposal has no impact on the operations as the fleet expansion was to expand international reach, states the management discussion note issued after the announcement of Q4 2022 and full-year 2022 results. Cargojet reported a 29 per cent increase in revenue at C\$980 million (US\$715 million), while EBITDA was up 14 per cent at C\$396 million (US\$289 million).

Continental Carriers gets nod for first greenfield AFS

Continental Carriers Pvt Ltd announced the launch of India's First RA3 accredited Greenfield Air Freight Station. Continental Carriers has been approved as RA-3 by EU and UK. It is the first AFS (Off Airport Location) in India to be RA3 certified, duly qualified for transportation of air cargo into the EU and the UK from a third country airport. The designation of 'Continental Carriers Pvt Ltd' as an RA-3 for EU is given on basis of Danish National Civil Aviation Security Program and Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015.



Indicold opens cold storage facility in Sonipat



Indicold inaugurated the latest location on its network at Rai Industrial Area Sonipat on 9 March 2023. The facility is a frozen facility with a capacity of 4,416 pallets. The facility is equipped with the latest machinery and technology. Designed to minimize temperature loss by efficient planning, mechanized movement, computer-controlled plant management. Kalyana Rama, CMD, CONCOR opened the facility. Rajesh Goyal, President, Federation, Cold Storage Associations of India, Pragya Nehru, Director, CII FACE, Mukesh Aggarwal, MD, Siddhi Enterprises, Kartik Jalan, CEO & Founder, Indicold and others attended.

Gati extends tie-up for EVs with IKEA

Gati Ltd., an Allcargo Group company has expanded its EV-led last-mile delivery partnership with home furnishings retailer, IKEA

India for its store in Nagasandra, Bengaluru. In line with Gati's vision to offer green express

logistics solutions and support the government's goal to cut the net carbon emissions to zero by 2070, Gati has deployed electric three-wheeler cargo vehicles at IKEA's Nagasandra store and plans to onboard larger capacity four-wheeler cargo vehicles in near future. Gati aims to hike EV-led last-mile deliveries to 70 per cent.



Boeing to set up P2F facility

Boeing Co. is planning to set up a facility to convert passenger aircraft into freight planes in India to capitalise on growing global demand for cargo, executives from the U.S. aviation firm said in various media reports. The facility will add to Boeing's \$1 billion supply chain sourcing from India and will help support India's ambitions to become a global cargo hub, reports added. The planned facility comes amid a push by Boeing to expand in India. Flag carrier Air India has also placed a record order for nearly 500 jets, worth more than \$100 billion at list prices, with both Boeing and Airbus. Boeing Co said it would set up a facility in India to convert 737 passenger planes into dedicated freighters to tap into regional and global demand for the service.



Airbus cargo innovation center

Airbus has opened an innovation center in Bangalore, India. "Our innovation journey in India & South Asia started

in 2016 when we set up the BizLab, an aerospace accelerator designed to speed up the adoption of technologies from start-

ups for the aerospace and defense industries. The Center will focus on industrializing disruptive tech in specific focus areas such as decarbonization technologies, artificial intelligence, industrial automation, unmanned air systems, connectivity, space tech, autonomy, and more.



MOVEMENTS

ECU WORLDWIDE

INDIA

Jitesh Shetty has joined ECU Worldwide, Allcargo Logistics' wholly owned global subsidiary, as its Global Head of ECU 360. Jitesh will spearhead strategy and technical shifts for the company's digital platform, and to scale ECU 360 by building a world class ecosystem and platform business. He will work with startups and digital 3PL companies such as Stord to grow business.



INDIGO

INDIA

Mark Sutch joins IndiGo as its new Chief Commercial Officer, CarGo International. Mark brings with him 25 years of airline industry experience across different verticals. Mark's recent assignment was as CCO with CMA CGM Air Cargo based in Marseille. Prior to that, he was with Cathay Pacific Airways, including five years in Mumbai as the airline's Regional GM for South Asia.



CHAPMAN FREEBORN

SOUTH AFRICA

Catriona Taylor has been promoted to the role of global supplier relations director at Chapman Freeborn. In her new responsibility as global supplier relations director, she will focus on building and strengthening operator ties both new and old, with carriers and other operators across all products within the group.



CHAPMAN FREEBORN

SOUTH AFRICA

Jenny van Wyk has been promoted as country manager at Chapman Freeborn, South Africa. She has worked for the firm for nine years as a member of the passenger team in South Africa. "The new role will see her managing ops, developing business and ensuring the office's ops align with the company's mission and objectives," the charter broker said.

RAFT

APAC

Rod Talbot has joined Raft as VP, Sales, Asia, to help increase its presence and expertise in the APAC region. Talbot, a seasoned senior director, and business leader with more than 25 years' experience in supply chain and logistics. Raft is expanding its presence and Rod is an asset to the team given his experience within APAC, which is an exciting market for us.



ACERTUS

USA

Ross Rachev is the new COO at ACERTUS, the omnichannel automotive logistics platform to drive the company's growth and accelerate operational performance. Rachev's appointment follows the shift in focus of former COO, Jason Caporrino, who will head ACERTUS' Mergers and Acquisitions Team dedicated to expanding the firm through partnerships and investments.



AMERICAN AIRLINES CARGO

USA

Clément Fau has been appointed as new Country Sales Manager for France by American Airlines Cargo. Based at Charles de Gaulle Airport, he will lead the carrier's sales team activities across France and report to Emma Oliver, Sales Director for EMEA & APAC. Fau brings 20 years of experience in aviation and cargo.



RELIABLE ROBOTICS

USA

Brandon Suarez has joined Reliable Robotics for a newly created role of VP of uncrewed aircraft systems (UAS) integration. Instrument-rated commercial pilot Suarez will drive the firm's development and adoption of technical standards and global aviation policy. He will focus on defining key aspects of the development roadmap, including airspace integration.



ASSA ABLOY

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