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INDIA CARGO AWARDS

MESSAGE

ज्योतिरादित्य मा. सिंधिया
JYOTIRADITYA M. SCINDIA



नागर विमानन एवं इस्पात मंत्री
भारत सरकार
Minister of Civil Aviation and Steel
Government of India

India Cargo Awards 2023 in New Delhi, India to recognise and appreciate the good work of the stalwarts of our cargo fraternity – especially in the difficult time of COVID-19, when the country bore witness to the yeoman efforts undertaken by the industry in delivering vaccines, essential supplies and keeping global supply chains running.

It is noteworthy that it is during this very period that the air cargo industry saw significant growth, both in the domestic markets as well as abroad. This can be largely attributed to the advancement of technology which has helped streamline tedious processes, and improve delivery. Add to that, the impetus from the government through initiatives such as the National Logistics Policy (NLP), which will be key in lowering the cost of logistics, and bringing India's supply chains at par with those of other developed nations. In this backdrop, I believe, the air cargo industry is poised for growth, as well as a greater role in India's transportation and logistics sector, in the coming years.

Once again, heartiest congratulations to the team at DDP Group, and best wishes for the success of the event.

(Jyotiraditya M. Scindia)




Honouring the 'unsung heroes'

INDIA
CARGO
AWARDS



India Cargo Awards 2023, held on 24 July was a glitzy affair, where the heroes of air cargo and logistics fraternity were honoured. The 'Oscars of the cargo industry', hosted by **CARGOTALK**, served as a platform to recognize excellence in the industry.

 Ritika Arora Bhola

The India Cargo Awards 2023, powered by **CARGOTALK**, was a huge success, thanks to the entire Indian logistics and cargo fraternity for not only gracing the occasion but also for showing immense trust and confidence in us. Special thanks to the Chief Guest, Piyush Srivastava, IES, Senior Economic Advisor, Union Civil Aviation Ministry, for his insightful speech and splendid aura, which made the event even more cheerful.

Combatting a plethora of challenges and hardships during the pandemic, the logistics industry has truly come a long way. The sector, which never got its due recognition, became the backbone of the nation's economy. After pandemic the hardship of the unsung heroes of cargo sector were acknowledged—as they continued with the supply of essentials, including pharma,

medical equipment, perishables after COVID.

Such award ceremonies have become important and relevant in today's times to encourage the agents. Also, such gatherings provide a platform to the industry stakeholders to collaborate, exchange ideas and create or re-

Face to face interactions foster trust, and camaraderie, leading to enhanced cooperation and shared goals

new their relationships. Such contributions lead to the growth, development, and advancement of the industry.

Face to face interactions foster trust, understanding, and camaraderie, leading to enhanced cooperation, shared goals, and long-term

partnerships. The stakeholders could share their latest innovations, technological advancements, and research findings. This exchange of ideas could spark collaborations on research projects, joint innovation initiatives, and development of new technologies or practices that benefit the industry, say experts.

The nature of these gatherings encourages discussions on significant issues facing the industry. The participants also engaged in productive dialogues, shared best practices, and exchanged ideas to address common challenges, collectively.

Whether it is enhancing operational efficiency, adopting new technologies, or tackling regulatory hurdles, these forums provide a conducive environment for brainstorming solutions and developing collaborative initiatives, they add. **CARGOTALK** gathers opinions of the industry stalwarts on their very 'own' India Cargo Awards.

TUSHAR JANI **INDUSTRY & GOVT** **PLAY VITAL ROLE**

India Cargo Awards 2023 brought all of us together as a family, friends, competitors, and contemporaries. Industry and government have played an important role in our life, career and as businesspersons. We would never have reached where we are without the government's support. Credit goes to industry stalwarts who have toiled hard enough to build a solid foundation in air cargo and logistics industry. Be it daily news, trade news, or Indian Cargo Awards, CargoTalk, the organisers, binds us all together through these awards. CargoTalk has a special place in our life. It is talked about in every forum and will become useful as a reference book when we train young ones in the trade.

VIPIN VOHRA **AWARDS ELEVATE** **STATUS OF LOGISTICS** **SECTOR**

In today's fast-paced world where logistics and cargo play a vital role in global trade and supply chains, award functions such as the India Cargo Awards are extremely beneficial. Such events provide a platform to honour, acknowledge, and appreciate the hard work of logistics heroes who have demonstrated exceptional resilience and dedication during challenging times—COVID and



Tushar Jani
Group Chairman
Cargo Service Center

CargoTalk has special place in our life. It is talked about in every forum and will become useful as a reference book

resulting lockdowns. The logistics sector faced disruptions during the pandemic. However, the indomitable spirit of logistics professionals ensured the smooth movement of goods, essentials, and medical equipment across India.

Their determination and tireless efforts kept the economy running and played a crucial role in mitigating the impact of



Vipin Vohra
Chairman
Continental Carriers

ICA elevates status of logistics and air cargo sector, it increases public awareness and give opportunity to discuss on key issues

the crisis. Such events not only honour individual accomplishments, but also inspire others in the industry to strive for excellence. The cargo awards elevate the status of the logistics and air cargo sector, increasing public awareness of its importance and give an opportunity for industry stakeholders to meet and interact on key issues.

These events enable indi-



Keku Bomi Gazder
MD and CEO
Aviapro Logistic Services

Increased visibility can help people understand and appreciate efforts involved in ensuring smooth flow of services

viduals to establish new connections, build relationships, and strengthen existing partnerships. By interacting with peers, industry leaders, and experts, the stakeholders can gain insights and perspectives on the latest trends and challenges in the sector. Participants can engage in productive dialogues, share best practices, and exchange ideas to address common challenges. Whether it is enhancing operational efficiency, adopting new technologies, or tackling regulatory hurdles, these forums provide a conducive environment for brainstorming solutions and developing collaborative initiatives.

KEKU BOMI GAZDER **AWARDS PROMOTE** **COLLABORATION,** **STRENGTHEN TIES**

Awards play a crucial role in acknowledging and appreciating the hard work of logistics heroes. They provide recognition, motivation, and acknowledgment, while promoting best practices, talent attraction, and innovation within the logistics sector. They provide a platform to generate public awareness





Cyrus Katgara
Partner
Jeena & Company

India Cargo Awards are a tribute to the cargo fraternity for their unwavering commitment, dedication & support

about the critical role played by the industry 'heroes.' Increased visibility can help people understand and appreciate the efforts involved in ensuring the smooth flow of goods and services. They inspire the professionals to find new solutions to challenges and strive for continuous improvement.

Such gatherings provide an opportunity for the stakeholders to meet and collaborate on various



M Afzal Malbarwala
President, ACAAI and MD
Galaxy Freight

Thanks to the govt for recognizing the industry and honouring the trade leaders is a feather in their cap

issues. They facilitate networking, knowledge sharing, collaboration, and the overall strengthening of industry relationship. Face to face interactions foster trust, understanding, and camaraderie, leading to enhanced cooperation, shared goals, and long-term partnerships. The stakeholders can share their latest innovations, technological advancements, and research findings. This exchange of ideas can spark col-



Shankar Shinde
Chairman
FFAI

The awards create a common platform for exchange of ideas in an open environment and renew the relationships

laborations on projects, joint innovation initiatives, and development of new technologies or practices benefiting the cargo and logistics industry.

CYRUS KATGARA LOGISTICS EXPERTS DESERVE TO BE FELICITATED

When the world came to a standstill during COVID, people realized the significance of

the logistics industry. It was this industry, which kept the goods moving across the globe. Demand for essentials and vaccines, testing kits, oxygen concentrators could be met due to the efforts put in by the professionals. They risked their lives to ensure the supply chains are not disrupted. Their hard work deserves acknowledgement, honour, and appreciation. Events such as the India Cargo Awards are a tribute to the cargo fraternity for their unwavering commitment, dedication, and support. Apart recognizing and felicitating the logistics heroes, the ceremony also gave an opportunity to industry stakeholders to socialize with each other. Such award functions provide an interactive platform where the stakeholders can discuss on issues such as policies, industry trends, technological advancements, best practices, and potential collaborations. Networking opportunities are indeed the best part of such gatherings.

M AFZAL MALBARWALA HONOURING TRADE LEADERS IS GREAT INITIATIVE

It is an appreciation and motivation factor for the industry to receive these awards for their hard work. During the pandemic, freight forwarders were the only persons who worked day and night supported the movement of pharma to various countries and moving other products to and from the country within



different states. That has given an excellent name to the industry and our country, and it was an eye-opener for our industry, which got recognition from the government. Thanks to the government for recognizing our industry as an essential service. And honouring the trade leaders through CargoTalk is one more feather in their cap for the hard work done for the industry. We thank CargoTalk for the initiative taken to honour them. It is a good platform for industry stalwarts to interact, exchange, and share views. In this fast age, when people, who are based in different cities, have less time to meet and interact. Talking over the telephone has become the norm. Such occasions are great opportunities to meet old friends and industry colleagues and spend quality time discussing business and policies.

SHANKAR SHINDE AWARDS ARE A MORALE BOOSTER

Logistics is considered as the backbone of the economic growth. However, the sector has not been able to gain importance due to its unorganized way of working. But with



Xerrxes Master
*President
AMTOI*

We need to recognize our unsung heroes who contributed to the well-being and prosperity of our country. The awards are a great motivating factor



Yashpal Sharma
*President, Air Cargo Forum India and MD,
Skyways Group*

ICA aims to promote growth of the industry. It allows the industry to participate in voting, leading to a diverse and inclusive representation of opinions



Kamesh Peri
*CEO, Celebi Delhi Cargo Terminal
Management*

ICA recognition serves as a powerful motivator, fuelling our efforts to consistently deliver our best. It unites the cargo industry as one big family



the promotion of the same by the Union government and logistics industry, it has gained interest for existing players and attention for next generation.

The awards function provides outreach to showcase the strength of logistics industry to motivate the awardees acknowledging the achievement to inspire and motivate others to strive toward getting such recognition. Today's competition provides scope with service quality and commitments and hence, such efforts will result into professionalism in the cargo industry.

The gathering created a common platform for exchange of ideas in an open environment and created/renewed their relationships. It also connected/reconnected members to understand each other and build confidence in renewing relationships to build a stronger network and confidence.

We wish India Cargo Awards a great success and are happy to



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

ICA brings together experts who get a platform to discuss on key issues. It contributes to make supply chain simplified for stakeholders

appreciate the efforts to keep the logistics industry's morale high. Also, experts play a significant role by regularly updating the industry with news on new concepts and innovations in logistics industry.

XERRXES MASTER TIME TO RECOGNISE UNSUNG HEROES

Logistics and air cargo are the wheels, which churn the nation's economy. Hence, their importance cannot be over emphasised. We need to recognize our unsung heroes who contribute to the well-being and prosperity of our nation. The awards are a great motivator and inspire the rest of the industry to emulate and benchmark against the best of the trade. What better place to network and meet the who's who of the industry under one roof to ideate, brainstorm and discuss matters, which needs immediate attention. Such award ceremonies serve as a platform to combine business with pleas-



Chaitaly Mehta
Director
EKF Global Logistics

Award ceremonies always attract people, and it is good to catch up with them. Many deals have been cracked and sealed at such events

ure in a relaxed atmosphere and contemplate the future of our industry.

YASHPAL SHARMA PROMOTING GROWTH OF CARGO & LOGISTICS

Let me take this opportunity to congratulate the team of organizers of the India Cargo Awards.



Sakshi Gupta
Country Manager, India
Air Logistics Group

Recognition and rewards are catalysts of motivation and add-on 'glitter & glamour' to our logistics supply chain with these cargo award events

This is a unique all-India platform for the logistics and air cargo industry to celebrate its achievements, showcase best practices, and encourage further innovation in the industry. By recognizing the contributions of individuals as well as businesses, the India Cargo Awards aimed to promote the growth and development of the

air cargo and logistics industry. What is also noteworthy is the fair and unbiased selection process, conducted online. This approach also allows the industry professionals to participate in the voting, leading to a diverse and inclusive representation of opinions.

KAMESH PERI PROMOTING EXCELLENCE, INNOVATION IN LOGISTICS

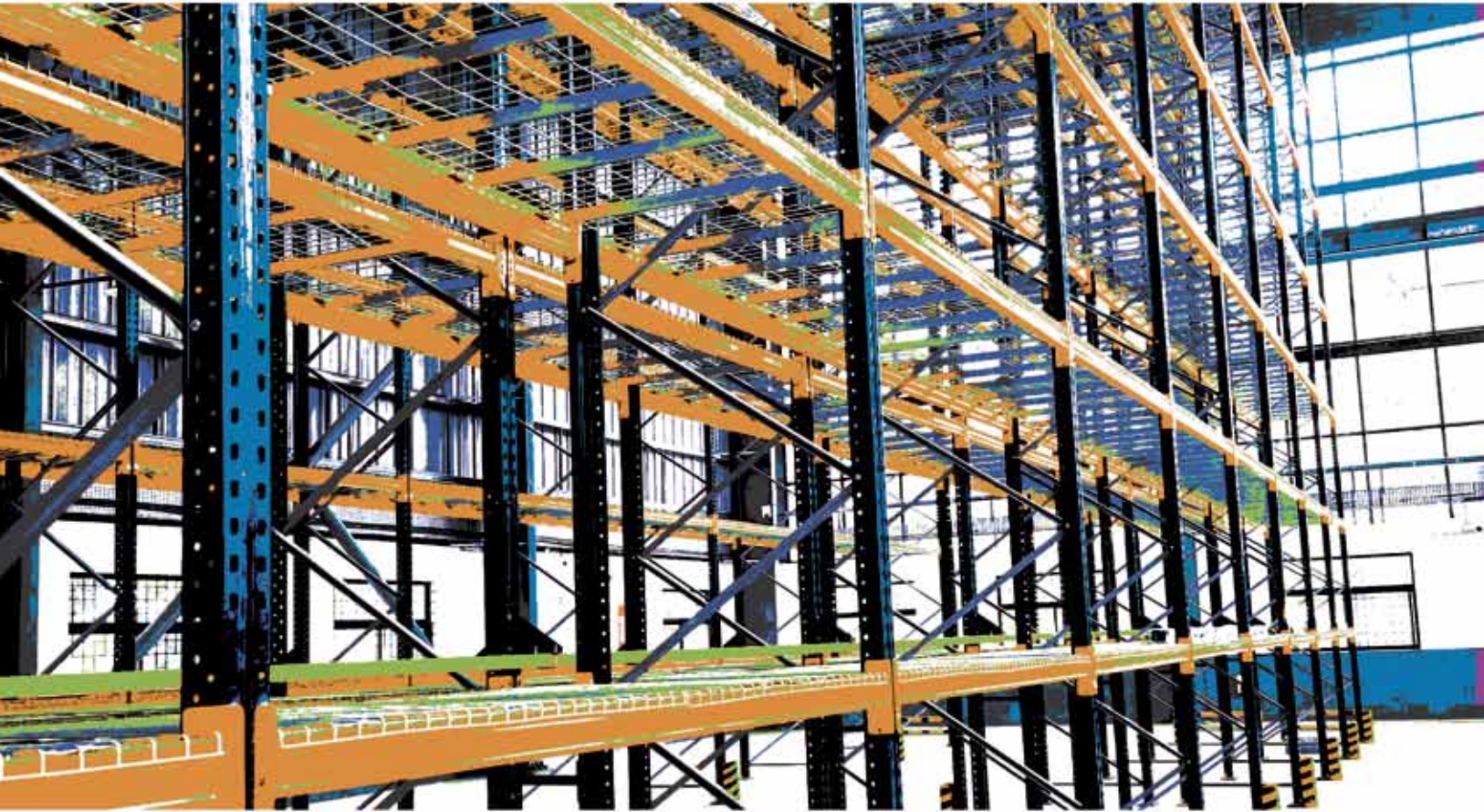
This platform holds value in acknowledging the precious contributions made by cargo stakeholders. I believe that initiatives like these are crucial for promoting excellence and innovation in our industry. The recognition we receive has served as a powerful motivator, fuelling our efforts to consistently deliver our best. This initiative not only offers an invaluable opportunity to applaud and honour remarkable achievements, but also unites the cargo industry as one big family. It serves as a significant platform for sharing our industry challenges, fostering mutual learning, and collectively celebrating our triumphs. I am privileged to be a part of this important event and would like to thank you once again for your excellent work in organizing the India Cargo Awards.

SATISH LAKKARAJU PROFESSIONALS DWELL ON IMPORTANT ISSUES

India Cargo Awards recognizes the logistics professionals' con-



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Parvinder Singh
Managing Director
Hans Infomatic

The awards highlight integral role played by professionals in facilitating trade, ensuring the smooth movement of goods, and driving economic growth

tribution to honour their work and boost the morale, thereby giving a sense of community. We have supported the awards function in the past and would continue to support them in future, for the encouragement and enthusiasm they instil in the community. The gathering brings together the industry professionals and decision-makers who get a platform to dwell and communicate on the issues the cargo and logistics industry presently faces and what they, as a community, can contribute to make the supply chain simplified for internal and external the stakeholders.

CHAITALY MEHTA **A MUST TO FELICITATE LOGISTICS FRATERNITY**

Awards are always welcome, but they should be given the right reasons and to the right people. There are so many people who have never been recognized nor the industry is even aware of their work because they choose not to



Aditya Shah
Executive Director at V-Trans, & CEO
V-Xpress

By celebrating the achievements, they promote industry growth. The award gatherings give stakeholders an opportunity to discuss key issues

be seen or do not have the visibility for whatever reasons. Many awards only go to the popular companies spread across several categories, which is unfair to the rest of the trade. I believe it is the responsibility of the award organizers to reach out to such companies or individuals and felicitate them. Then the awards make sense. If the awards are jury based, then it must be neutral. It is the responsibility of the organizers to ensure this, while selecting the jury. If the awards are popular based, then too equality should be maintained. The general atmosphere in any industry gathering depends upon the occasion. Award ceremonies always attract people, and it is good to catch up with them. Many deals have been cracked and sealed at such events.

SAKSHI GUPTA **RECOGNITION IS A CATALYST FOR MOTIVATION**

To celebrate success, triumphs and hard work is so impor-

tant for all teams—whether it is in logistics or any other field. These are small, cherished moments and accolades, which boost our efforts when honoured, and are treasured for a lifetime.

Thus, I feel recognition and rewards are catalysts of motivation and we are thankful to **CargoTalk** for coming forth, year on year and taking initiatives to add-on 'glitter and glamour' to our air cargo and logistics supply chain with these award events and spreading smiles on the stakeholders' faces.

Although our industry is competitive, it needs to be agile, adaptive, well informed and thrive on collaborated efforts as single cohesive force. Interaction and networking with our logistics family is needed from time to time on such platforms.

Besides, there are solutions we need from the Union government, which need to be sought after as 'one,' especially with a milestone target of 10 million metric tonnes before us. So yes, industry events where all of us come together, intermingle with ideas are very important.

PARVINDER SINGH **RECOGNISING & CELEBRATING ACHIEVEMENTS**

These award functions serve as a platform to celebrate the exceptional achievements and contributions of individuals and organizations in the logistics and supply chain industry. By acknowledging their efforts, these awards motivate and inspire others in the industry, creating a positive impact on their morale and encouraging them to continue delivering excellent services. In today's interconnected global business landscape, the awards play a crucial role in showcasing the importance of logistics and supply chain ops. They highlight the integral role played by these professionals in facilitating trade, ensuring the smooth movement of goods, and driving economic growth. We thank India Cargo Awards for organizing to recognize the talent of industry leaders.

Apart from honouring logistics professionals, these gatherings give the stakeholders an opportunity to meet and collaborate with each other. The functions serve as a platform where professionals from different or-



ganizations and sectors come together to share their experiences, exchange ideas, and build relationships. Such gatherings foster a sense of community and encourage collaboration among the stakeholders. They provide a platform for professionals to discuss common challenges, explore innovative solutions, and identify opportunities for collaboration. By facilitating these interactions, these events help in fostering a collaborative ecosystem within the logistics and supply chain industry, leading to improved efficiency, streamlined processes, and better service delivery. These events feature panel discussions, seminars, and workshops where experts share their insights and know-how on emerging trends, technologies, and best practices in the industry. This exchange of information promotes learning of professional development among attendees, enabling them to stay updated with the latest industry advancements and market demands.

ADITYA SHAH **ICA CREATES AVENUES FOR COLLABORATION, PARTNERSHIPS**

The India Cargo Awards are honour and acknowledge the



Pradeep Panicker
CEO
GHIAL

The platform showcases the work done in our industry. It is an acknowledgement to outstanding performers in the logistics sector

hard work of logistics heroes who kept the cargo mov-



Amit Maheshwari
Founder & CEO
Softlink Global

India Cargo Awards fosters a spirit of camaraderie and encourages meaningful conversations that bring about a positive change

ing during challenging times. They recognize, motivate, foster networking, knowledge sharing, and collaboration. These functions highlight best practices and innovation, encourage benchmarking, and raise public awareness about the importance of the logistics industry. By celebrating the achievements of logistics professionals, they contribute to industry growth and improvement. Gatherings such as award functions provide industry stakeholders with an opportunity to meet, greet, and collaborate on various key issues. These events serve as a platform for professionals from different sectors to come together and exchange ideas, experiences, and knowledge. They facilitate networking and relationship-building, creating avenues for collaboration and partnerships. By bringing the stakeholders under one roof, these gatherings to discuss on industry challenges, trends, and solutions, fostering a collective effort

towards addressing key issues and driving positive change in the logistics sector.

PRADEEP PANICKER **A TESTAMENT TO OUTSTANDING PERFORMERS**

India Cargo Awards is a game changer that recognizes excellence and innovation in the cargo and logistics industry. The platform showcases the work done in our industry. It is an acknowledgement of outstanding performers in this sector. I would like to extend my thanks to the organizers for their dedication, hard work, and commitment in bringing together industry leaders, professionals, and stakeholders to celebrate these outstanding achievements.

AMIT MAHESHWARI **ENCOURAGES POSITIVE & MEANINGFUL CONVERSATIONS**

Amidst unprecedented obstacles over the last few years, there were individuals who played a vital role in keeping the industry, and the world, moving. Award functions like the Indian Cargo Awards are of immense significance in honoring and appreciating such individuals and organizations that have exhibited exceptional dedication and resilience in the face of adversity. Such gatherings offer a unique opportunity for industry stakeholders to come together, exchange ideas, and collaborate on key issues. The chance to meet and greet fellow professionals, industry leaders, and government officials fosters a spirit of camaraderie and encourages meaningful conversations that drive positive change.

I commend the efforts of the Indian Cargo Awards in bringing together the fraternity and creating a platform that not only celebrates excellence but also acts as a catalyst for industry growth. I encourage everyone to participate in these events and leverage the opportunity to connect, collaborate, and contribute to the advancement of the logistics sector in India. 🍀

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Glimpses of awards ceremony





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Recognizing the industry 'stalwarts'



The India Cargo Awards 2023 were organized to recognize the excellence, hard work, and success of everyone associated with the cargo sector whose efforts often go unnoticed—from a small container operator, EXIM trader, MSME agent, logistics service provider, trucker, to top airport cargo head, or airline expert. These awards, through their unique online voting system, aim to celebrate the large global players and the smaller, often unnoticed people. Most importantly, this award is also a benchmark for you:

- a benchmark not to let standards down
- a benchmark for excellence
- most importantly, a benchmark for always doing the right things.

Piyush Srivastava, IES, Senior Economic Advisor, Union Ministry of Civil

FACT FILE

✈ ICA through their unique online voting system, aims to celebrate the large global players as well as smaller and often unnoticed people.

Aviation graced the occasion as the Chief Guest. Later, he also launched the yearly cargo coffee table handbook along with other industry veterans such as Tushar Jani, Group Chairman, Cargo Service Center, Cyrus Katgara, Partner, Jeena & Company, Vipin Vohra, Chairman, Continental Carriers, Afzal Malbarwala, President, ACAAI and Pukhraj Singh Chug, Founder and Chairman, Group Concorde.

The top gold winners

included Pukhraj Singh Chug, Founder and Chairman, Group Concorde who entered the Gallery of Legends 2023. C K Govil, MD, Activair Airfreight India, and VP, ACAAI was honoured with DDP Trailblazer award. Sunil Arora, Regional Head, Air Freight India Subcontinent, Asia Shipping Transport Services won the Industry Ambassador award.

Satish Lakkaraju, Global Air Freight Head, Pharma, WIZ, Radar Ventures won the DDP Game Changer award. Known as Helicopter Lady, Chaitaly Mehta, Director, EKF Global Logistics Services won the Face of the Future award.

The musical evening also saw the industry experts from all across the country dancing to foot-tapping Bollywood numbers, while relishing delectable dishes with sparkling wines.

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List of India Cargo Award winners

Category	Company
Gallery of Legends	Pukhraj Singh Chug, Founder and Chairman, Group Concorde
DDP Trailblazer	C.K.Govil, MD, Activair Airfreight India, and VP, ACAAI
Industry Ambassador	Sunil Arora, Regional Head, Air Freight, India Subcontinent, Asia Shipping Transport Services
DDP Game Changer	Satish Lakkaraju, Global Air Freight Head, Pharma, WIZ, Radar Ventures
Face of the Future	Chaitaly Mehta, Director, EKF Global Logistics Services
Best Digital Personality of the year	Vaishnav Shetty
Youngest Business Leader of the year	Samvid Gupta
Best Innovation For Greenfield AFS	Continental Carriers
Excellence in Supply Chain Management & Logistics	Jeena & Company
Best Air Cargo Terminal Operator Cold Chain	Mumbai Cargo Service Center Cold Chain Solutions
Best Digital Initiative Logistics - ULIP	NICDC Logistics Data Services (NLDS)
Best Air Freight Forwarding Company	Asia Shipping International Transport
Best Time Critical Agent	Galaxy Freight
Best Airport - Cargo Business	Kempegowda International Airport Bengaluru
India's Leading Cargo GSSA	Aeroprime Group
Best Air Cargo Terminal Operator	Çelebi Delhi Cargo Terminal Management India
Best IT & Software Service Provider of the Year	Hans Infomatic
Best Custom Bonded Trucking Operator	TT Aviation Handling Services
Most Renowned Air Cargo Terminal Operator	Delhi Cargo Service Center
Emerging Freight Forwarder of the Year	GlobSync Ocean & Air Transport
Best Skill Development Centre for Logistics	JBS Academy

Category	Company
Best Supply Chain Company of the Year	Allcargo Supply Chain
Best Multimodal Transport & Logistics company	CJ Darcl Logistics
Best Technology Service Provider	Softlink Global
Best Cargo GSSA - International	Rainbow Aviation
Most Sustainable Solution with Reverse Logistics	EMBALL'ISO India Packaging
Best Cargo Ground Handler	Air India SATS Airport Services (AISATS)
Best Cargo Airport- Infrastructure	Delhi International Airport (DIAL)
Best Warehouse Doors and Dock Levellers Company	Aurionpro ToshiAutomatic Systems
Best Express Service Provider	Gati
Best International Cargo GSA	Air Logistics Group
Best International Air Cargo Terminal Operator	Mumbai Cargo Service Center Airport
Emerging Technology Service Provider	Carico Systems
Best Cargo Airport – Efficiency & Digitization	Chhatrapati Shivaji Maharaj International Airport (CSMIA)
Best Logistics Service Provider	Continental Carriers
Best Ocean Freight Forwarding Company	Asia Shipping International Transport India
Best Warehousing Company	Aaj Enterprises
Best Express Cargo Service Provider	Blue Dart Express
Most Promising Greenfield Cargo Airport	Manohar International Airport - MOPA, Goa
Best Global Logistics Company	Combined Logistics Solutions
Leading Freight Forwarding Company	ISSGF India
Premium Bonded Trucking Operator	ShreejiTranslogistics
Best 3PL Company - Automotive	Suntek Aexpress India
Fastest Growing Logistics Company	Tripath Logistics
Best International Cargo Airlines	SriLankan Airlines
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Security guidelines to mitigate cargo risks

Of late, there have been incidents of cargo damage and thefts. Explosives items catching fire during transportation, liquid cargo or gas leakages, luxury cargo thefts, lead to monetary loss but also adversely affect the environment. Moving cargo with security is the need of the hour and what the industry demands.



Ritika Arora Bhola

Ensuring cent per cent cargo security holds utmost importance throughout the supply chain process. Be it dangerous goods, perishables such as fruits, flowers and vegetables, temperature-sensitive pharmaceutical products, luxury items, live animals, airlines, airport operators and freight forwarders must comply and adhere to strict regu-

lations and protocols formed by the authorities and global associations such as IATA for ensuring 100 per cent safety and compliance.

To mitigate risks, global airlines, airports, and freight forwarders have adopted security guidelines, invested in world-class safe, smart and green infrastructure, and advanced technology, introduced innovative ways of cargo handling and transportation,

FACTFILE

→ To mitigate risks, global airlines, airports, and freight forwarders have adopted security guidelines, invested in world-class safe, smart and green infrastructure, and advanced technology.

which include robots and AI, to ensure zero risks. Frequent audits and inspection processes have become an essential part of their business. Airlines following IATA's regulations such as ISAGO, IATA CEIV Lithium-Battery, IATA CEIV Pharma, IATA CEIV Fresh, IATA CEIV Live Animals, Smart Facility Operational Capacity, RA3 are must. Tech platforms such as cargo, one, CargoWise, myVSwich,



Mark Sutch
Chief Commercial Officer, CarGo
International, IndiGo

our cargo manual, which is available in the portal and is accessible by all team members across the network and the same is shared as a soft copy with handling agents

- ❖ We have frequent audit and inspection processes to ensure compliance of our laid down process, aligned with regulatory requirements being followed by all concerned stakeholders (internal & external)

It is imperative that freighters are planned and operated on routes that are viable and have a good balance of inbound and outbound tonnage

- ❖ Reiteration of the process with all team members to ensure compliance through mail communication and circulars.
- ❖ With no deviation, all DGCA/BCAS minimum requirements are strictly adhered to.

We inducted our first dedicated cargo aircraft in October 2022 and initiated a freighter programme with the induction of two more A321 freighters last year. We commenced domestic operations of our first A321 Freighter aircraft between Delhi and Mumbai, carrying 20 tonnes of general and

e-commerce cargo and our first international A321 P2F freighter flight between Kolkata and Yangon on November 22, 2022, with a payload of more than 19,000 kg.

It is imperative that freighters are planned and operated on routes that are viable and have a good balance of inbound and outbound tonnage. The challenge as always with freighters is to find the right balance for import/export and we are seeing some good momentum in this aspect.

LIESBETH OUDKERK INVESTING IN SAFE, SMART, GREEN CARGO FACILITIES

- ❖ We have a number of warehouse automation initiatives already in place. At our hub, every shipment is scanned using handheld smart devices throughout its journey and CargoIQ milestones are updated, giving our customers visibility on where their shipments are.

- ❖ Our agreements with GHAs include a clear direction and SLAs on how to handle various types of cargo throughout our network and provide the right solutions in critical markets.

- ❖ Our cargo terminal incorporates warehouse spaces, Automated Systems/Retrieval Systems, a mezzanine, offices, and shops, as well as 11 wide-body aircraft standing bays and 42 loading docks.

- ❖ With an additional 31 landside truck-loading facilities it enables the swift and efficient transfer of cargo in and out of Qatar.

- ❖ We have separate areas to handle various types of cargo. Animals transported onboard our flights and transiting through Doha are accommodated at our 4,200 square meter Live Animal Centre.

- ❖ Our 6,700 sq. mt. dedicated transit facility is available for courier and mail shipments.

- ❖ In addition to 64 temperature-controlled cells for units requiring precise temperature at our cargo terminal, the Climate Control Centre, a dedicated 2,470 m2 facility for separate pharmaceuticals and perishable cargo storage and

handling contains segregated areas for +2°C to +8°C and +15°C to +25°C. There are also 16 frozen pods located in the main cargo terminal to support ferrying the frozen goods. The hub is equipped with capabilities to plug in active containers.

- ❖ In addition, the new state-of-the-art import/export terminal with 12,000 m2 space includes separate temperature-controlled areas for +2 degrees



Liesbeth Oudkerk
Senior Vice President, Cargo Sales and
Network Planning, Qatar Airways

C to +8 degrees C, accommodating 176 ULD positions, and +15 degrees C to +25 degrees C accommodating 128 ULD positions, more than doubling our cool storage capacity at the hub. The existing fully automated warehouse was built to handle 1.4 million tonnes

We are investing in a brand new, state of the art Cargo Terminal 2 with an additional capacity of 3.4 million tonnes

of cargo annually, however we are handling almost 2 million tonnes annually.

- ❖ To cater to our growth and future demand, we are investing in a brand new cargo terminal II with an additional

among others are being used extensively to monitor cargo throughout the supply chain. Revolutionary cold chain smart tech being used, such as Releye® RLP and RAP containers from Envirotainer, to carry perishables and time-sensitive products. Etihad Cargo's Safe-Guard product is dedicated to ferrying luxury and high-value items, such as gold, currency, and jewellery, among others. **CARGO** delves into airlines, and forwarders business to focus more on cargo security.

MARK SUTCH ENSURING CENT PER CENT CARGO SAFETY

- ❖ We have training programmes in place, which cover safety and security requirements pertaining to the acceptance, handling and transportation of cargo, including special loads (valuables, vulnerables, perishables, dangerous goods, and human remains)

- ❖ We have defined the process for transporting cargo in a safe and secure manner in

capacity of 3.4 million tonnes. This cargo facility of the future will be a safe, smart, and green facility relying heavily on technology and automation for its material handling. It will offer faster storage and retrieval and cargo processing, enabling us to offer shorter connection for the growing demand of transit cargo. This building will be built on Leadership in Energy and Environmental Design (LEED) rating framework, which is the most widely used green building rating system in the world. Available for virtually all building types, LEED provides a framework for healthy, highly efficient, and cost-saving green buildings.

We are also certified on the following IATA/regulatory programmes, which ensure our compliance with relevant safety and security regulations and requirements along with best handling practices.

BILEN AREFAINE COMPLYING WITH GLOBAL STANDARDS TO SAFEGUARD CARGO

Ethiopian Airlines Cargo and Logistics services is the largest cargo network operator in Africa and one of the major global cargo carriers with a modern warehouse of one million tonnes storage capacity. While delivering our services, we comply with all the standards and requirements of international and regional aeronautical authorities on each process to meet requirements and remain reliable for our customers. We have trained manpower working on the safety and security of each cargo with the help of the latest technology.

We are IATA CEIV Pharma certified as airline and ground handling at our main hub Addis Ababa to handle all pharmaceutical shipments. Among others, we have recently signed an MoU with IATA for IATA CEIV Live Animal certification programme. Ethiopian Cargo & Logistics Services operates modern cargo terminal, which is the largest in Africa with one million tonne of annual capacity, and half of this is temperature-controlled area is furnished to handle all



Bilen Arefaine
*Regional Director, Indian Sub-Continent,
Ethiopian Airlines*

perishable cargo, including pharma, vegetables, fruits, and other temperature-sensitive shipments.

Our cargo service is fully automated with one of the latest cargo IT systems by adopting the latest aviation systems and technologies to provide efficient freight service across the globe. We are using the latest technologies for data, information, and market intelligence with 100 per cent e-AWB from its main hub in Addis Ababa. Recently,

Ethiopian partnered with cargo.one to empower its digital transformation and digital cargo sales. From late

We provide dedicated cargo services in the belly hold capacity and with our 15 dedicated freighter aircraft to over 67 cargo and 130 pax destinations

Summer 2023, freight forwarders using cargo.one can book Ethiopian Cargo capacity to a wide range of regions, including throughout Africa, Middle East, Asia, Europe, and the Americas.

We provide dedicated cargo services in the belly hold capacity and with our 15 dedicated freighter aircraft to over 67 cargo and 130 passenger destinations. Ethiopian Airlines continues to strive to excel in its company services towards its customers.

ALEX MCEWAN EMBRACING TECH PLATFORMS TO ENHANCE SERVICE LEVELS

We provide a range of specialized products to connect our cargo to hundreds of destinations throughout our online, offline trucks, and interline partner networks, including high-value or sensitive cargo as well as temperature-sensitive perishable items.



Alex McEwan
*Country Manager, South Asia
Virgin Atlantic*

We also use the revolutionary Releye® RLP and RAP containers from Envirotainer, to add to our portfolio of unit load devices (ULD) as we continue to service supply chains throughout the world. This

By 2025, a significant proportion of bookings will be completed online. We recently partnered with cargo.one to facilitate the same

ensures security for sensitive pharma and highly valuable life science shipments. Furthermore, we recently launched a new framework for products that was designed to offer more choice for customers when booking.

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❖ Classic is the entry service level that delivers all the essentials to the highest standards whilst at a competitive price.

❖ The Priority service level includes all the essentials of classic, but provides a higher priority, preferred access to space, and guarantees delivery on time for those important movements.

❖ Express offers the fastest solution, with the shortest close-out times and highest priority to provide the quickest possible journey time for urgent or last-minute shipments.

Each product group also comes with a selection of core attributes that were perfectly suited toward the industry's needs, including general, courier, fresh, pharma, valuable, vulnerable, cars, mail, and custom. We recently expanded our digital platform, myVS which

enables our customers to book and manage shipments online. We are fortunate to work with dnata as our handling partner at the UK's largest commercial aviation hub. With a latest cargo centre at London Heathrow Airport, the bespoke facility allows us to have a cargo presence with an enhanced handling capacity.

Further to our partnership with dnata, we renewed our five-year contract with Airbase GSE last year, to continue the productive operation of ULDs. Our relationship covers ULD management systems, procurement planning, digitalisation, and aiding in the development of environmental management systems for a sustainable future. By recycling all Virgin Atlantic cargo nets, Airbase GSE helps us advance towards our 2050 sustainability objective and prevents 200 tonnes of garbage from going to landfills as we continue to work toward a greener environment."

PAIN POINTS

We anticipate that by 2025, a large proportion of bookings will be completed online. With

this in mind, we partnered with cargo.one, online platform. Customers can customize the right handling, speed, priority, and price for their needs by choosing from Classic, Priority, and Express rates. We are looking forward to being offering further rollouts to our worldwide customers in the USA and other regions, including India soon.

SARAH SCHEIBE 'WE MAINTAIN SAFETY PROTOCOLS THROUGHOUT THE SUPPLY CHAIN'

TCE is one of the new services proposed by ECS Group as part of its new GSSA business model. Customers can opt for it as an à la carte option or as part of their TCM contract. At TCE, ensuring the safety and security of cargo is our top priority. We have implemented several procedures with our subcontracted cargo handling agent to maintain the highest standard in handling, loading/off loading and transporting various types of cargo. For dangerous goods, we strictly adhere to all regulatory requirements and industry best practices. Our staff and

subcontractors staff undergo special training programmes to handle hazardous materials safely, and we maintain safety



Sarah Scheibe
Managing Director
TCE (ECS Group)

protocols throughout the entire process. We have specialized equipment and facilities to handle and transport dangerous goods securely.

When it comes to temperature-sensitive goods, including perishable cargo like fruits, vegetables, and flowers, we follow GDP guidelines and fully rely on the advanced



Our key focus is the quality of services, safety of the flights and security of the cargo. This makes our quality management and compliance monitoring vital

refrigeration and climate-controlled systems from our cargo handling agents. These systems enable us to maintain the desired temperature range throughout the transportation journey, ensuring the integrity and freshness of perishable items, pharmaceuticals, and the other temperature-sensitive cargo.

Same is fully documented and controlled through our

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manuals, SOPs, and onsite quality audits. We have strategically contracted warehouses and sales offices that are equipped with advanced inventory management systems. These systems allow us to track and trace shipments in real-time, providing our customers with complete visibility and control over their cargo. Our subcontracted facilities are equipped with modern loading docks, specialized handling equipment, and overall efficient setups.

Taking into consideration that we are supervising the cargo operations at over 250 airports worldwide with our team 24x7. In addition, our key focus is the quality of services, safety of the flights and security of the cargo. This makes our quality management and compliance monitoring so important for us and our mandate carriers.

KETAN KULKARNI **OUR SOLUTIONS** **INTEGRATE SECURE** **& VALIDATE SUPPLY** **CHAIN NETWORK**

❖ Blue Dart provides specialized handling and packaging solutions for various types of shipments. We offer tamper-



Ketan Kulkarni
Chief Commercial Officer
Blue Dart

proof packaging checks and ensure secure delivery with OTP confirmation from the customer's end.

❖ We adhere to national safety regulations and guidelines, ensuring proper labelling, documentation, and packaging to prevent any mishaps during handling and transportation. We follow guidelines set by regulatory bodies such as IATA, International Civil Aviation Organization (ICAO), and local regulatory authorities.

❖ **Security measures:** Blue

Dart employs various security measures to protect valuable cargo. This includes secured loading and unloading areas, 24x7 surveillance systems, tamper-proof seals, and adherence to strict protocols to prevent theft, damage, or unauthorized access to the freight.

We adhere to safety regulations and guidelines, ensuring proper labelling, documentation, and packaging to prevent any mishaps during handling and transportation

❖ Blue Dart invests in continuous training programs for its employees. Our staff is trained in the proper handling, storage, and transportation techniques specific to different types of goods. This ensures that the personnel handling the cargo are well-equipped to maintain

safety and security.

❖ Blue Dart provides tracking and visibility services allowing customers to monitor the movement of their cargo in real-time. This feature ensures transparency and helps identify any deviations from the intended route or delays, enabling proactive measures to address issues promptly.

❖ Blue Dart offers temperature-controlled logistics services for preserving the integrity of temperature-sensitive goods such as pharmaceuticals, vaccines, and perishable items. Our solutions integrate a secure and validated supply chain with South Asia's leading logistics network. We ensure safe transport in frozen, chilled, and ambient conditions using appropriate cooling mediums.

Our packaging maintains temperatures from -20°C to 2-8°C and 15-25°C for varying distribution times. We provide temperature-validated solutions, from sample distribution to clinical trial services. Cryogenic Technology is employed for seamless packaging and transportation, reducing the need for replenishing cooling mediums during transit. Blue Dart Temperature Controlled Logistics guarantees safe distri-



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bution of products nationwide. With operational experience and specialized infra, including eight Pharma Grade Conditioning Rooms strategically located in Mumbai, Chennai, Hyderabad, Ahmedabad, Pune, Kolkata, Delhi, and Bengaluru, we ensure quick turnaround times and expedited delivery.

Blue Dart fosters a 'First Choice' culture and implements the First-Choice program. One of the tools we use is based on Six Sigma, the five-step DMAIC approach which defines, measures, analyses, improves and control processes. 'First Choice' is our practice towards continuous improvement utilizing world-class techniques.

B. GOVINDARAJAN **COST OF SAFETY** **AND SECURITY** **COMPLIANCE IS HIGH** **IN INDIA**

We are involved in providing global standards of training to shippers, packers, freight for-



B. Govindarajan
Chief Operating Officer
Tirwin Management Services

warders and other stakeholders in the supply chain. We are approved by Director General of Civil Aviation to offer Dangerous Goods Training. We had been accredited to IATA as well. Though Tirwin as a company is just fifteen years old, our entire Tirwin team of instructors

and consultants are former-Air Indians who are backed with decades of hands-on global experience in ensuring safety and security specially to special cargo such as dangerous goods, time-sensitive goods such as lifesaving medicines and other perishables.

The cost of safety **and security** **compliance is** **relatively high thus** **pushing voluntary** **compliance to the** **back seat**

Today, we have created safety and security awareness and trained thousands of professionals in India and abroad. As part of our consulting activities, we do support and help our customers in building up latest infrastructure, safety manage-

ment systems and user-friendly operational processes for safe handling of cargo. We are working for some big customers on Lithium Battery Logistics Safety Management and certification. The cost of safety and security compliance is high thus pushing voluntary compliance to the back seat.

Similarly, today the industry wants to get things done rather than getting things done in the right manner. The challenge is in developing and nurturing a safety and security culture. We believe culture building is not an overnight affair. It demands patience and passion, and we know that we possess both.

SUNIL KOHLI **INITIATIVES BEING** **TAKEN TO ENSURE** **CARGO SAFETY**

On arrival of the reefer carrying the perishables (fruits and vegetables) at the cargo terminal, our team, at the outset, ensures to gauge the



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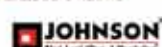
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vehicle's temperature under which the goods have been transported to ascertain whether the stipulated temp was maintained during the road carriage.

Subsequently, temperature of a randomly picked box is also measured to have a comparative analysis between the vehicle's and the content's temperature actually found before the shipment is unloaded for X-ray and its further handing over to the carrier. Such action is felt essential to inform the shipper regarding the variation, if any, observed towards corrective action in the future.

The boxes are unloaded steadily with extreme care and caution and pushed for screening to ensure a minimal exposure to the atmospheric temp lest it causes its escalation in a delayed process and may further results in deterioration of the contents' quality and its shelf-life. The custodian is pre-briefed to carry the



Sunil Kohli
Managing Director
Rahat Cargo

screened boxes immediately to the cooling centre under the required temperature for its subsequent loading in a pallet or container. A well maintained and roadworthy reefer duly equipped with FASTag is arranged for the shipper with data logger installed

within to keep recording the temperature during the transportation process from the Packhouse to the airport.

Many a times, bunching of perishable shipments occur at the unloading spot which delays the process with possibilities of mishandling

The drivers have been suitably directed in order to keep pace with the time and reach the airport without incurring delays in transit for refreshments, among others for taking a smooth and seamless route.

Earlier the X-ray could be undertaken with a few boxes

together, but the process got modified lately with only a single box is put on machine which causes a considerable delay in screening whole lot of a shipment comprising hundreds of boxes. And unless the entire lot is screened, the boxes cannot be carried further to the cooled room for loading. Such delays in the process are bound to result in exposure of the contents to a non-conforming temperature, which may probably cause deterioration of the goods.

Further, it is frequently observed that the shipments comprising ready to cook rice, which arrive loaded in skids require forklifts for its subsequent stowage yet our team faces a tough time in having this action in place as usually forklifts are not readily available to swing into action. Many a times, bunching of perishable shipments occur at the unloading spot which delays the process with possibilities of mishandling. 📌





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Other Divisions:



Export growth in commodity groups in June 2023

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

Commodity groups exhibiting positive growth

1	Iron Ore	11.15	196.72	1664.30
2	Electronic Goods	1668.66	2425.54	45.36
3	Oil seeds	101.34	135.12	33.33
4	Cashew	23.01	27.52	19.60
5	Tobacco	100.85	118.80	17.80
6	Fruits & Vegetables	206.68	235.82	14.10
7	Coffee	108.18	115.86	7.10
8	Handicrafts excl. handmade carpet	152.62	160.47	5.14
9	Drugs & Pharmaceuticals	2123.30	2232.23	5.13

Commodity groups exhibiting negative growth

10	Petroleum Products	10593.84	5560.25	-47.51
11	Other cereals	154.00	84.00	-45.45
12	Gems & Jewellery	3538.70	2278.94	-35.60
13	Oil Meals	134.43	96.32	-28.35
14	Jute Mfg. including Floor Covering	42.06	30.82	-26.72
15	Organic & Inorganic Chemicals	2974.22	2181.50	-26.65
16	Mica, Coal & Other Ores, Minerals including processed minerals	507.59	395.65	-22.05
17	Rice	1060.77	843.89	-20.45
18	Plastic & Linoleum	786.82	631.23	-19.77
19	Man-made Yarn/Fabs./made-ups etc.	449.95	372.46	-17.22
20	RMG of all Textiles	1501.12	1247.95	-16.87
21	Marine Products	724.40	605.34	-16.44
22	Cereal preparations & miscellaneous processed items	254.45	214.82	-15.57
23	Carpet	129.79	109.76	-15.43
24	Leather & leather products	450.66	397.47	-11.80
25	Engineering Goods	9581.22	8527.94	-10.99
26	Spices	319.19	293.84	-7.94
27	Meat, dairy & poultry products	386.42	361.98	-6.32
28	Ceramic products & glassware	332.36	314.72	-5.31
29	Tea	64.05	60.82	-5.04
30	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	961.89	950.29	-1.21

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

Import growth in commodity groups in June 2023

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

Commodity groups exhibiting positive growth

1	Pulses	72.25	218.15	201.94
2	Gold	2738.85	4995.07	82.38
3	Project goods	94.02	124.87	32.81
4	Electronic goods	6121.95	6643.67	8.52
5	Chemical material & products	1154.15	1229.87	6.56
6	Newsprint	46.62	48.83	4.74
7	Leather & leather products	98.22	100.63	2.45
8	Professional instrument, Optical goods, etc.	576.04	585.31	1.61
9	Iron & Steel	1580.76	1596.26	0.98

Commodity groups exhibiting negative growth

10	Silver	785.52	44.33	-94.36
11	Coal, Coke & Briquettes, etc.	6745.26	3533.60	-47.61
12	Sulphur & Unroasted Iron Pyrts	47.16	30.35	-35.64
13	Petroleum, Crude & products	18937.36	12542.62	-33.77
14	Textile yarn Fabric, made-up articles	254.88	168.94	-33.72
15	Organic & Inorganic Chemicals	3530.04	2452.25	-30.53
16	Wood & Wood products	670.59	477.24	-28.83
17	Vegetable Oil	1816.08	1304.27	-28.18
18	Artificial resins, plastic materials, etc.	2254.72	1668.65	-25.99
19	Dyeing/tanning/colouring materials	356.56	265.45	-25.55
20	Pearls, precious & Semi-precious stones	2957.53	2234.21	-24.46
21	Cotton Raw & Waste	125.57	95.10	-24.27
22	Fruits & vegetables	240.28	196.94	-18.04
23	Metaliferrous ores & other minerals	926.74	769.25	-16.99
24	Fertilisers, Crude & manufactured	1298.11	1186.52	-8.6
25	Medicinal & Pharmaceutical products	711.96	673.41	-5.41
26	Machine tools	361.09	341.73	-5.36
27	Pulp and Waste paper	154.36	147.72	-4.3
28	Non-ferrous metals	1627.13	1570.06	-3.51
29	Machinery, electrical & non-electrical	3779.62	3696.78	-2.19
30	Transport equipment	1764.23	1736.56	-1.57

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

India a safe haven to park investments



Global freight forwarders need to collaborate on multimodality, trade facilitation, and capacity building, says **Dr. Ivan Petrov, President, FIATA**. The association is collaborating with many UN entities to bring its members the support they need during these uncertain times.



Ritika Arora Bhola

FIATA was formed to promote global interests of forwarders. Highlight the challenges/issues concerning the freight forwarding fraternity?

Navigating geopolitical challenges by working on transport development, facilitating trade, and building capacity: with a changing geopolitical landscape, forwarders need support in the form of collaboration on multimodality, trade facilitation, and capacity building. For this reason, FIATA is collaborating with many UN divisions (UNCTAD, UNCITRAL, UNESCAP, UNECE), the WTO, IRU, UIC, ITC, among others, to bring members the support they need during these uncertain times. Thanks to the work of FIATA Advisory Body on International Affairs, the association has produced a WTO-TFA norm to help members implement the WTO Trade Facilitation Agreement. FIATA continues to advocate for accessible AEO programmes to offer benefits to businesses of all sizes, and guide business continuity about Authorized Economic Operators. FIATA will continue to facilitate webinars about multimodal corridors like we did in the past.

KEY ISSUES

Competition in maritime markets: Over 80 per cent of goods are transported by sea. The vertical integration of ship-



Dr. Ivan Petrov
President
FIATA

ping lines is hurting SMEs, who cannot compete with large carriers. FIATA, therefore, advocates to be voice of SMEs and developing countries, helping them to access the market by staying on top of policy work. Healthy competition is vital, but an unbalanced mar-

Healthy competition is vital, but an unbalanced market concentration allows market abuse, which is averse to end customers

ket concentration allows market abuse, which is averse to end customers. FIATA liaises with the US Federal Maritime Commission, European Com-

mission, UN Center for Trade and Development Maritime experts, to bring transparency to market and business practices. Recently, the US-Federal Maritime Commission issued a Supplemental Notice of Proposed Rulemaking (SNPRM) containing its proposals on implementation of prohibition on common carriers, refusing available cargo space to shippers. The SNPRM has been issued following a consultation period and is a continuation of the FMC rulemaking process mandated by the US Ocean Shipping Reform Act, 2022. FIATA requests were considered in this update, which benefits its members.

Skilled workforce: Supplying a trained workforce to the industry through vocational training—FIATA diplomas are the heart of the FIATA industry training support, and FIATA continues to improve and evolve the courses as the industry needs change. The Dangerous Goods ICAO-FIATA Programme anticipates updates this year, and FIATA Young Logistics Professionals (YLP) Award, will again seek regional and global winners to promote the professionally conducted export/import of a chosen items. The federation delivers the validation and re-validation of training programmes to ensure that associations remain



updated on the latest training trends and offering online courses on the prevention of wildlife trafficking.

Throw light on FIATA's recent innovations and developments?

Digitalisation: Digitalisation means automation, use of Blockchain, and adoption of e-documents and collaboration, which will accelerate trade processes, save time, increase security, and improve sustainability in the logistics supply chain. In the 2022, FIATA launched the FIATA Digital FBL accessible to members, helping them save time and money, while bringing trust and security to their partners, in conformity with UNCTAD/ICC Rules and UCP 600 by ICC. Since then, 600 digital FBLs have been distributed, with 26 FIATA members and 23 software providers embarking on the digital journey. Several pilots were initiated in Autumn 2022, proving the interoperability of the digital FBL with carriers and customs, but also with trade finance banks, for example Arab Bank Switzerland. FIATA has contributed to the ICC Key Trade Document and Data Elements (KTDDE)



brochure, which presents digital standards and data elements for seven key business documents, including the FIATA digital FBL, and provides a glossary of key business terms. By this year-end, FIATA plans to extend this project to 40 documents. FIATA also contributed to the ICC 'Trust in Trade' brochure, proposing a vision of the trade ecosystem based on verifiable and transitive trust.

Do you think collaboration with Indian associations such as FFAI and others will prove to be beneficial?

I believe events such as FFAI Diamond Jubilee will drive home the importance of international collaborations. The fact that the voice of freight logistics could take part in this event displays the beauty of collaboration and learning from one another. The FFAI event attracted the Indian Minister of Commerce, which shows the value of freight forwarders not only to the national, but also global economy. At FIATA, we believe trade and transport facilitation is a global issue and cannot be reduced to single nation or regions. Without global trade, growth is hindered. Global cooperation, trade agreements and infrastructure development can facilitate linkage between all transport modes. FIATA works

through its Institutes and Advisory Bodies together with the UN divisions to facilitate trade, build capacity, and standardise processes.

Where does trade with India stand presently? How do you look at India as a trade and investment destination?

Digital trade has improved in India in the past years, resulting in lower rates of corruption, and infrastructure investments. For example, take the 47-km Outer Ring Road in Delhi, which is improving the flow of goods in the country. India has a high investment success, resulting in better logistics processes and is based on new logistics possibilities. This leads to faster deliveries, connectivity, and great airport and port and infrastructure. Since my last visit to India, during the 2019 FIATA World Congress in Delhi, the country has changed a lot in just five years; it is spectacular!

With issues such as global recession and Ukraine-Russia conflict, how do you see global freight forwarding industry moving in the coming years?

The logistics sector has a special function in the economy, and I like to see new challenges as an opportunity, encourag-

ing freight forwarders to think smart and not dwell on the difficulties ahead, but embrace the opportunities. International organizations give us knowledge and ideas as to what and how you can carry out your daily processes, through tools, best practices, webinars and more. This enables freight forwarders to stay up to date on

FIATA advocates to be voice of SMEs and developing countries, helping them access the market by staying on top of policy work

how to manage new developments such as the digital transition, new developments in infrastructure, new freight corridors, and the like.

This knowledge enables competition amongst options, and modes of transport and allows working together and giving more opportunities to all. If you have a monopolised transport system, this can hurt the international economy, and FIATA continues to advocate for level playing field across the multimodal transport sector, by aiding Small and Medium Enterprises at the core of the logistics supply chain. 🙌





Transforming Indian air cargo with AI: ACAAI

ACAAI, in its upcoming 47th Convention in Kuala Lumpur, will highlight the power of AI as a game changer. C K Govil, VP, ACAAI, and MD, Activair Airfreight India says the association will discuss issues such as GST exemption on air freight, technology in customs, and EoDB in clearance of EXIM air cargo.



Ritika Arora Bhola

How do you justify ACAAI's 47th convention theme—AI the Game Changer: Embracing the Intelligent Future?

Artificial Intelligence (AI) has entered all domains. Many industries use it to manage their workforce, create a customer support script, improve sustainability and eco-friendliness, manage inventory, and optimize operations. But the air cargo industry is yet to witness the full power of the AI revolution. Although, a few startups

have emerged in the industry that are utilizing AI to provide better services. Its application in our industry is multifold, but has yet to be witnessed. ACAAI salutes the power of AI and intends to open the gates of air cargo in India to AI.

How crucial is tech in boosting air cargo's operational efficiency and performance? Throw light on advanced tech being adopted by the fraternity?

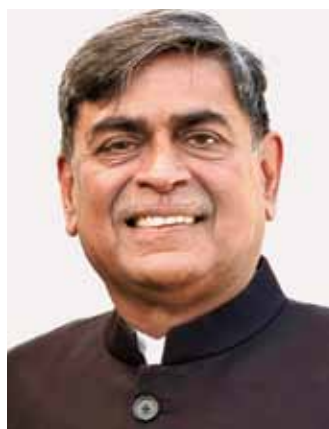
Network planning and route optimization, predicting fleet maintenance and reducing

breakdowns, efficient space utilisation on aircraft, curbing operational costs, enforcing SLAs on the ground, improving the safety of warehouse staff, enhancing customer support, and giving real-time insights are just some of its applications.

FACTFILE

→ AI-enabled solutions can refine data and simplify sharing, thus boosting optimal resource utilization and making decision-making transparent.

AI-enabled solutions can refine data and simplify sharing, thus boosting optimal resource utilization and making decision-making transparent. Another example is AI, combined with telematics, can improve ULD tracking too. The traditional code-based identification and tracking system was never too efficient—performance or cost-wise. With AI, the system can better allocate ULDs based on their status updates. Also, AI is not new to the industry. Aviation has been using Machine Learning for years to create applications for complex problem-solving, airport security, and data sharing. It has played



C.K. Govil
Vice President, ACAAI, and MD
Activair Airfreight India

Indian airports under the then International Airports Authority of India took the lead and provided an IT platform to customs and agents to exchange data for use by each player thus providing momentum to cargo clearance procedures. All stakeholders willingly accepted and adopted it. Our industry has shown enthusiasm to adopt newer technologies to facilitate the EXIM trade and push India to the top level of EoDB.

Above all, we have seen the resilience and adaptive skills of the Indian air cargo industry during COVID. If other industries can do it, we can too. Anyhow, we have been talking about digitalisation for a while now. AI is the next step. And, while we use AI in one way or the other in our daily lives, our collective need to improve operational perfor-

mance and cost-efficiency in the sector will serve the desired push towards the AI revolution in the industry.

Do we have the right skillset to use and understand new technology, especially during ground handling and transportation?

AI is a technology that powers machines with human intelligence. Of course, we must embrace this new phenomenon. We have the talent and the skillset to adapt AI on a wide-scale throughout the industry in

We believe in constructive talks. ACAAI will do everything to take Indian EXIM trade to a higher level

every domain can benefit from it. The seniors of the industry are using the new technologies, and the new generation joining the industry in various domain, including ground handling and transportation, are more adept at using it.

What are the crucial pain points of Indian freight forwarders now?

A vital pain point is the frequent breakdown of the Customs IT system, surprisingly, on weekends and holidays, which delays Customs clearance of EXIM cargo. Export shipments miss the flight connections. Import cargo does not reach factories on time. Besides, the trade must pay heavy demurrage charges to the custodians for no fault of theirs. The result: the custodians, Cargo Terminal Operators (CTOs), and the airlines, face technological failures in their respective domains, but the brunt has to be borne by their customers. No SLAs are defined to provide relief to customers. On the non-technical

front, the freight forwarders and shippers suffered a major setback when the government discontinued the sunset clause of GST beyond 30 September 2022, despite the industry's multiple requests. It resulted in a levy of 18 per cent GST on air freight against 5 per cent on sea freight. This increased operational costs and posed competitive problems for Indian shippers.

As VP, what are your plans, ambitions and set targets for ACAAI?

ACAAI will continue to raise the pain points at the right forums, armed with logic, and data, and extend its support to them in their resolution. We believe in constructive talks. ACAAI will do everything to take Indian EXIM trade to a higher level. Supporting the government's novel and trade-friendly initiatives will be ACAAI's top priority.

Tell us about your ongoing projects, which you are taking up with the government?

Exemption of GST on air freight, a rugged IT system of customs, SLAs for service providers to customers, and EoDB in clearance of EXIM air cargo are some of the issues we are taking up with the government.

What is ACAAI's target for this year and beyond?

Welcoming and supporting innovative technology such as AI in the entire supply chain will enable the central government to achieve its target of 10 million tonnes of cargo by 2030.

What will be special about this year's convention in Kuala Lumpur, Malaysia?

We will apprise all our members of the concept of AI and its usage in their daily operational activities to boost their business, that of their customers, and our country. 🇮🇳

a critical role in forecasting. AAICLAS is also getting ready to adopt Blockchain technology for data management.

Do you think cargo industry stakeholders are ready to embrace technology fully? Are there any impediments?

The stakeholders have been using technology for decades now. They are connected with each other using the technology of Electronic Data Interchange, introduced in the 90s.





Global air cargo demand continues to remain weak

Global demand, measured in cargo tonne-kilometers, fell to 5.2 per cent as compared to May 2022. Capacity, as measured by ACTKs rose 14.5 per cent against May last year, driven primarily by bellyhold. Trading conditions appeared to favour maritime cargo.



CT Bureau

Global air cargo markets continued to show weak market conditions, stated IATA, releasing its data for the month of May 2023. Trading conditions appeared to favour maritime cargo as demand for container shipping contracted by 0.2 per cent, while air cargo demand weakened by 6.3 per cent year-on-year. Global goods trade decreased by 0.8 per cent in April, due to macroeconomic challenges and supply chain constraints.

- Global demand, measured in cargo tonne-kilometers (CTKs), fell 5.2 per cent compared to May 2022 (-6.0% for



Willie Walsh
Director General
IATA

international operations).
• Capacity, as measured by

As inflation moderates in many markets, it is likely central bank rate hikes will taper. This should help stimulate economic activity

available cargo tonne-kilometers (ACTKs), rose 14.5 per cent compared to May 2022, primarily driven by belly capacity which increases as demand

in the passenger business recovers. Capacity is now 5.9 per cent above May 2019 (pre-pandemic) levels.

- The global manufacturing Purchasing Managers Index (PMI) indicates an annual contraction of 1.4 per cent in new export orders and a decrease of 5.2 per cent year-on-year in production PMI. This suggests a cooling in global manufacturing demand.

- The global supplier delivery time PMI increased to 54.5 in May, up from its low of 35 in October 2021, indicating shorter delivery times and some relief for supply chains. However, this is also a sign of weaker global goods trade demand.



Air cargo market in detail - May 2023

	World share ¹ (%)	May 2023 (% year-on-year)				May 2023 (% ch vs the same month in 2019)			
		CTK (%)	ACTK (%)	CLF (%-pt) ²	CLF (level) ³	CTK (%)	ACTK (%)	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	-5.2%	14.5%	-8.6%	41.5%	-7.0%	5.9%	-5.7%	41.5%
Africa	2.0%	-2.4%	9.2%	-5.3%	44.8%	2.8%	-8.2%	4.8%	44.8%
Asia Pacific	32.4%	-3.3%	38.3%	-18.2%	42.2%	-11.7%	11.0%	-10.9%	42.2%
Europe	21.8%	-6.7%	5.6%	-6.4%	48.9%	-16.7%	-12.3%	-2.6%	48.9%
Latin America	2.7%	3.6%	14.7%	-3.6%	33.3%	-1.0%	12.7%	-4.6%	33.3%
Middle East	13.0%	-3.1%	15.6%	-7.9%	41.0%	-2.6%	13.6%	-6.8%	41.0%
North America	28.1%	-8.1%	1.2%	-3.8%	37.3%	5.3%	10.9%	-2.0%	37.3%
International	86.9%	-6.0%	11.2%	-8.8%	47.8%	-7.1%	1.6%	-4.5%	47.8%
Africa	2.0%	-2.4%	9.0%	-5.3%	45.8%	3.9%	-7.6%	5.1%	45.8%
Asia Pacific	29.7%	-6.4%	19.7%	-14.8%	53.1%	-10.2%	0.4%	-6.3%	53.1%
Europe	21.5%	-7.2%	5.3%	-6.8%	50.9%	-17.3%	-13.4%	-2.4%	50.9%
Latin America	2.3%	3.8%	19.0%	-5.5%	37.8%	2.7%	23.8%	-7.8%	37.8%
Middle East	13.0%	-3.1%	15.7%	-8.0%	41.3%	-2.4%	15.4%	-7.5%	41.3%
North America	18.4%	-7.5%	3.4%	-5.3%	44.8%	7.4%	10.2%	-1.2%	44.8%

¹% of industry CTKs in 2022

²Change in load factor

³Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

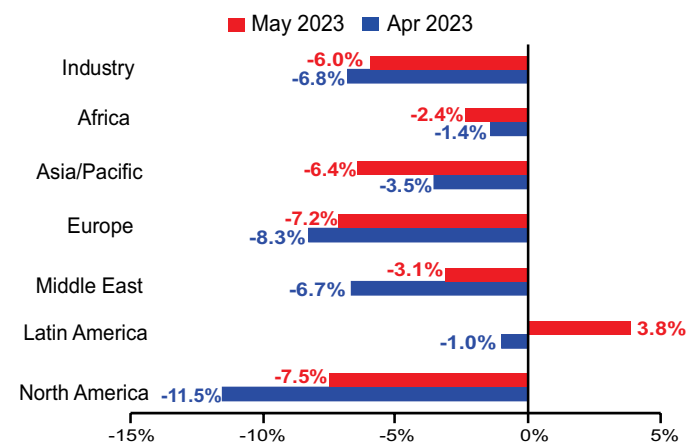
“Trading conditions for air cargo continue to be challenging with a 5.2 per cent fall in demand and several economic indicators pointing towards weakness. The second half of the year, however, should bring some improvements. As inflation moderates in many markets, it is widely expected that central bank rate hikes will taper. This should help stimulate economic activity with a positive impact on demand for air cargo,” said Willie Walsh, Director General, IATA.

REGIONAL PERFORMANCE

- Middle Eastern carriers expected

Growth in international CTKs by region (YoY)

International CTK growth (airline region of registration)



Sources: IATA Economics, IATA Monthly Statistics

Asia-Pacific airlines saw air cargo volumes drop by 3.3% in May compared to the same month in 2022

perienced a 3.1 per cent year-on-year decrease in cargo volumes in May 2023. This was a slight improvement in performance compared to the previous month (-6.7%). Capacity increased 15.6 per cent as compared to May 2022.

• Asia-Pacific airlines saw their air cargo volumes decrease by 3.3 per cent in May 2023 compared to the same month in 2022. This was a decrease in performance compared to April (-0.3%) mainly due to the stronger annual contraction in international air cargo demand from -3.5 per cent in April to -6.4 per cent this month. Available capacity in the region increased by 38.3 per cent.



FACTFILE

- Purchasing Managers Index indicates an annual contraction of 1.4% in new export orders.



Decline in cargo volumes causes nasty pricing

Stress levels among the airlines and freight forwarders is clearly increasing, but we see a distinction between the market sentiment and fundamentals. Sentiment is quite negative right now, says **Niall van de Wouw**, **Chief Airfreight Officer, Xeneta**. We can see forwarders taking big risks now, he adds.



CT Bureau

The decline in global air cargo volumes eased again in June but the 'fear of missing out (FOMO)' created an irrational airline and freight forwarding market as they indulged in a 41 per cent YOY fall in general air freight spot rate, as per CLIVE Data Services, part of Xeneta.

Air cargo capacity rose 8 per cent YOY in June but despite this surge in availability, the drop in global chargeable weight stayed at -1 per cent, repeating the market performance seen in May. However,

the 41 per cent fall in the market average took the global air cargo spot rate down to US\$2.31 per kg.

Niall van de Wouw, Chief Airfreight Officer, Xeneta, said June's air cargo data demonstrates the jumpiness in the market. "The surprise in June is the difference between the sentiment in the market and what the actual data is showing us. It is getting nasty out there and stress levels among the airlines and forwarders are clearly rising, but we see a distinction between market sentiment and fundamentals, sentiment is more negative right now. Airlines and for-



Niall van de Wouw
Chief Airfreight Officer, Xeneta

warders are getting jumpy due to falling rates, not so

The surprise in June is the difference between the market sentiment and what the actual data is showing us

much the volumes. It is FOMO driving the aggressive fall in cargo rates because no one wants to lose volumes, and they also want to get more of the cargo that is in the market. We can see forwarders taking big risks."



A decline in volumes and a slowdown of capacity growth versus previous months provided protection against a big drop in dynamic load factor in June, CLIVE's market analysis measurement of cargo load factor based on both volume and weight perspectives of cargo flown and capacity available. It fell at a slower pace of 3 percentage points YOY to 56 per cent, a 1 percentage point recovery on the May level.

Xeneta's latest market data shows the air spot rate from Northeast Asia to Europe of US\$3.25 per kg in June was down 1 per cent from a month earlier, and 55 per cent down year on year. The Northeast Asia to US air spot rate, in contrast, rose 3 per cent from a month earlier to US\$4.19 per kg, but this still represented a fall of 49 per cent from a year ago.

The average spot rate level from Northeast Asia to the USA remained 70 per cent above 2019—17 percentage points higher than the Northeast Asia to Europe route. But it is worth noting that June saw the mid-low cargo rate—the rate seen at the 25th percentiles of the market—return

to 2019 of only US\$2.53 per kg on the transpacific route.

The Europe to the USA air cargo spot rate experienced a decline of 14 per cent month by month to US\$1.92 per kg in June, down 45 per cent from a year earlier. It is the corridor among the three sectors referenced where the air spot rate fell below its seasonal rate.

Sentiment on the seller side of the market appears to remain pessimistic. Currently, some airlines are reviewing reviews their route and capacity strategies as demand for all-cargo aircraft returned to 2019 levels due to recovery and availability of capacity.

Freight forwarders, still 'handcuffed' by high air freight rates locked under BSAs with airlines, are also facing growing pressure from shippers pushing to relaunch tenders to negotiate freight rates down to the new market level, inspired by the aggressive pricing policies of other forwarders trying to gain their cargo volumes.

"The question is do the airlines go for margin or volume? No one wants to be fly-

Global summary of the general air freight market in June 2023			
	Dynamic load factor		
Region	Jun '23	vs Jun '22	vs May '23
	Abs. in %	Change in p.pts %	Change in p.pts %
Global	56%	- 3.4%	+0.9%
Outbound:			
Asia Pacific	69%	- 3.9%	+1.9%
North America	48%	- 2.5%	+0.5%
Europe	55%	- 5.4%	+0.8%
Middle East & Central Asia	54%	- 5.5%	+2.1%
Latin America	63%	+2.0%	+0.6%
Africa	49%	+1.9%	+0.4%

Source: CLIVE Data Services, now part of Xeneta

ing empty, and even the big airlines seem to be recognizing they must join the game if they keep their rates at a high level, they will not get the volumes. Two years ago, airlines were asking 'what am I going to do with my belly aircraft' and now it is 'what am I going to do with my freighters?'

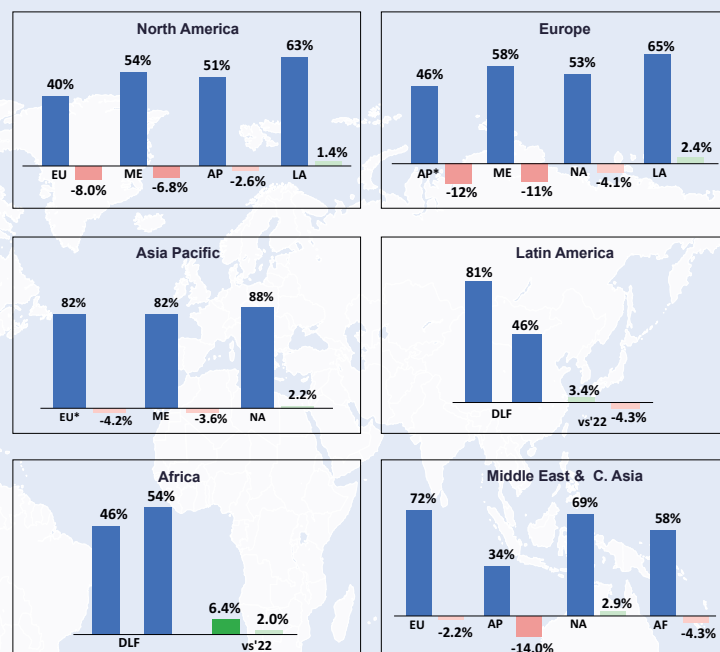
FACTFILE

It is FOMO driving the fall in rates as no one wants to lose volumes, and they want to get more of the cargo that is in the market.

Global lane developments of the general air freight market in June 2023

*The dynamic load factor and capacity analyses for these lanes also include the flights between Asia Pacific/Africa and Middle East.

Notes: Dynamic loadfactor (DLF) is in absolute percentage and Year over year growth (YoY) is based on the change in percentage points.



Year-over-year (y-o-y) percentage points difference:

Source: CLIVE Data Services, now part of Xeneta

>-5% <-5% <+5% >+5%

ACCD organizes 46th AGM

Air Cargo Club of Delhi (ACCD) organized its 46th AGM on 14 July 2023 in New Delhi. The 2022-23 Managing Committee welcomed the members and presented the Annual Report along with Balance Sheet on which the house had active discussions and put forward some valuable suggestions for the coming financial year.

Managing Committee
2023-2024:

- President:
Ashwini Sharma
- Vice President:
Sumit Mathur
- Hon. Secretary:
Manoj Kumar Jain
- Hon. Treasurer:
Manish Sharma
- Executive Member:
Padma Handa
- Executive Member:
Vinet K Chadha
- Executive Member:
Faisal Hussain
- Executive Member:
Anchit Sharma
- Executive Member:
Vikram Kumar
- Executive Member:
Rajeev Chandna

The event reinforced the club's commitment to create a unified platform for members to collaborate, exchange ideas, and collectively address the evolving needs of the sector. The new Managing Committee, which has been elected, conveyed its sincere gratitude to former Presidents, seniors, and members of the club for their support and promised to deliver exciting great events in coming year.





WFS, BIAL celebrate new beginnings

Worldwide Flight Services (WFS) and Bengaluru (BLR) team proudly celebrated a successful commencement of operations together with its partner BIAL, customers, and key stakeholders at Hotel Taj Bangalore.

WFS, now a member of the SATS Group is the world's largest air cargo logistics player and has been awarded the 15-year license to operate the international cargo terminal and cold chain facility in June 2022, through a partnership with Bengaluru airport operator Bangalore International Airport Limited (BIAL).

The event formally marked the opening of WFS Bangalore Gateway and entry into the Indian market, an important milestone for WFS.

BLR customers can now benefit from the connectivity of the combined SATS-WFS global network, facilitating value-added and end-to-end air cargo services around the world.

WFS (BLR) felicitated its customers, partners, government, and regulatory stakeholders whose unstinting support, guidance, and contributions helped in ensuring a seamless transition and start of operations. The gala evening ended after a grand celebration.



Committed to sustainability for shaping future of logistics

Last year, Bolloré Logistics achieved a milestone in digital transformation by implementing CargoWise One logistics management solution. It is designed to simplify complexities by automating business processes, connecting with customers and vendors, says **Sanjay Goel, Director & CEO, South Asia (India, Bangladesh & Sri Lanka).**



CT Bureau

Bolloré Logistics 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 logistics services such as warehousing, order preparation, supply, and distribution centres.

Sanjay Goel, Director & CEO, South Asia (India, Bangladesh & Sri Lanka), Bolloré Logistics in this interview shares his insightful perspective on revolutionizing the logistics industry. He discusses the key industry trends, em-

phasizing the importance of embracing technological advancements and leveraging data analytics for optimizing supply chain operations. The interview showcases the company's commitment to sustainability and customer-centric solutions to shape the future of logistics.

Today, the Bolloré Group is present in more than 104 countries around the world. What is its core business in India?

The Bolloré Group is among the 500 largest groups in the world. Today, it has strong position in its 3 business activities: Trans-

port & Logistics, Communications, and Industry. In the logistics sector, we are recognized as an expert thanks to our strong network and comprehensive knowledge of global trade and local markets allowing the import and export of goods, even in the most remote areas.

In India more specifically, our customers are both local and global players from various key sectors: Healthcare, Aid & Relief, Automotive, Industrial Projects, Aerospace industries, defense, Fashion & Retail, and other General Cargo as well. We offer them a wide range of international freight forwarding services from supply chain solution design & integration to a full range of multimodal transport including LCL shipping from Mumbai, Chennai, and logistics services such as warehousing, order preparation, supply, and distribution centers.

The Bolloré Group received earlier this year an offer from CMA CGM to acquire its logistics activities. When will the procedure come to an end?

The Bolloré Group has recently announced that it has signed the share purchase agreement to sell 100% of Bolloré Logistics to the CMA CGM Group. The Bolloré Group's signing of this agreement follows the completion of the information and consultation procedures with the

relevant staff representative bodies and the exercise by the Bolloré Group of the put option received on 8 May 2023. We are not able at this stage to make other comments but

The company has launched eco-responsible service using low-carbon fuels such as AirSAF and SeaAlternative for the use of electric trucks or the use of electric trucks for urban deliveries

what is important to mention is that the completion of the sale remains subject to obtaining antitrust and foreign investment clearances in the relevant jurisdictions.

Innovation is inseparable from logistics. What role does innovation plays in your strategy?

Innovation plays a crucial role in the growth of any industry, Shipping and Logistics are no exception to this rule. At Bolloré Logistics, we aim at accelerating innovation in the supply chain to better focus on the need of our customers. Therefore, we created among many other initiatives B. Lab, our innovation booster. Based on an experimental and collabora-



Sanjay Goel, Director & CEO, South Asia (India, Bangladesh & Sri Lanka), Bolloré Logistics

tive approach, B. Lab supports all innovation initiatives, from ideation to the go-to-market phase using 4 technologies: Blockchain, Artificial Intelligence, Robotics, and the Internet of Things. We have also identified two innovation domains to support our activities, the optimization of the supply chain thanks to data analysis, and the sustainable supply chain working on alternative transport plans & transport packaging reduction.

In the meantime, we are very attentive to future developments that could impact positively our activity and looking at new innovations closely with the purpose to integrate them into our global offer and help our customers who face logistics challenges. Real-time monitoring, forecast analysis, Blockchain, Inventory drones, Warehouse automation, Robotic Process Automation, Sustainable Supply Chain alternative fuels, and reusable packaging are different possibilities we are currently studying and will definitely transform the complete international trade.

What solutions or services have you implemented during the last years to develop your activities?

We place technological innovation at the core of its strategy by integrating new purpose-



designed tools. The customer is at the heart of the Bollore Logistics approach. In 2022, we achieved a key milestone in digital transformation by successfully implementing CargoWise One logistics management solution.

CargoWise One is an end-to-end logistics execution solution specifically designed to support and simplify the complexities of moving freight from one point to another by automating business processes, connecting with customers and vendors through electronic data interfaces in real-time, and having the capability to

add new functionalities in the future. Such deep integration capabilities of the tool enable Bollore Logistics to adapt to ever-changing business needs and add immense value to our service offers.

As an international company having business in India, how do you help local communities? What initiatives are you setting up in the CSR field?

Bollore Logistics is committed to reducing scope 3 CO₂

emissions linked to the provision of its transport services by 30% by 2030 as formalized in its "Powering Sustainable Logistics" program launched in 2019. To cope with this objective, the company has launched eco-responsible service offers using low-carbon fuels such as AirSAF (Sustainable Aviation Fuel) and SeaAlternative for the use of electric trucks or the use of electric trucks for urban deliveries.

In India, we recently deployed a fleet of trucks running on Compressed Natural Gas (CNG) at our 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.

This new alternative represents a significant step forward in our CSR strategy. A CNG truck reduces "Well-to-Wheel" (WTW) greenhouse gas emissions from 5-16% according to various studies. Furthermore, CNG presents way lower NO_x and Particulate Matter emissions than the diesel truck used today, thus contributing to reduced urban air pollution. 🌱



Transshipment hubs vital for cargo growth

AISATS has signed deal with Yamuna International Airport to build a MMCH at NIA by third quarter of 2024 to enhance freight capacity, strengthen supply chain, ease road and rail congestion. It will develop a cargo village at Kempegowda International Airport, says **Sanjay Gupta, CEO, AISATS**.



Ritika Arora Bhola

Please tell us about the recent developments, advancements and investments done by your company in the technology and air cargo sector.

Multimodal Cargo Hub (MMCH) infrastructure will be the first of its kind in India where an ICT will be interlinked with an Integrated Warehousing & Logistics Zone (IWLZ), thereby providing faster cargo processing times, increased visibility to forwarders and reducing the overall cost of cargo operations. We will be implementing COSYS+ (developed by SATS) to execute this integrated structure. We aim to make the Indian supply chain globally competitive and deliver value to our customers and end consumers. Air India SATS Airport Services Pvt. Ltd. (AISATS) Cargo Village at Kempegowda International Airport will be spread across 8.2 acres and move cargo through the Cargo Village by providing value added services.

Share with us digital and physical infra for storage, handling, and transportation of all types of cargo, pharma, and bulk cargo?

The MMCH's physical and digital infra will be built to handle, store, and transport all types of cargo. It will be built over 87 acres of land, housing an inter-



Sanjay Gupta
CEO, AISATS

connected ICT and IWLZ. The ICT will contain separate domestic and global cargo terminal zones, a courier terminal for express courier and e-commerce shipments, and a coolport for pharma, perishables among others. The IWLZ will include a BUP facility, a bonded warehouse, consolidation centres, a 3PL warehouse and a trucking centre. We will establish a satellite cargo station within NIA's vicinity to ease the movement of goods for our customers. This infrastructure setup has been designed to prioritize multi-modal

connectivity (rail, road, and air), which means it will be built to handle all types of cargo. Whatever the cargo is, be it cold chain products, pharma, retail, and dangerous goods, the MMCH will be able to process it based on the cargo's specific

We aim to make the Indian supply chain globally competitive and deliver value to our customers and end consumers

handling, packaging, storage, labelling and documentation needs. The AISATS intends to deploy AI, ML tools and inbuilt cargo monitoring technologies to provide visibility to stakeholders involved.

How do you rate infra in India for cargo flow? Does it support the airlines' plans for seamless movement of cargo, especially pharmaceuticals?

The current infra at major airports in India is disjointed. The lack of an integrated approach has resulted in bottlenecks, hindering the seamless flow of cargo. Hence, the AISATS MMCH at the greenfield NIA will prove to be the best example for this fresh approach wherein the airport operator and the cargo concessionaire are designing the cargo ecosystem keeping in view the current problems/bottlenecks faced by the industry. The MMCH has been designed to address this lack of infra and enable efficient cargo handling, storage, and processing, and to provide seamless global cargo transshipment (when Indian laws allow it). The ICT will provide cargo handling services under one roof



and serve as a single point of contact for our customers, while the IWLZ will offer improved logistics, warehousing efficiencies, a bonded warehouse, a dedicated trucking zone, light manufacturing, and assembly facilities. With an interlinked ICT and IWLZ, we serve our clients with faster response times, greater operational efficiencies, lower transportation costs and reduced administrative overheads.

What are the pain points of ground handlers presently? Focus on major existing challenges and suggest solutions?

Cargo and ground handlers face pain points such as limited transparency, lack of visibility and infra in the cargo ecosystem. They not only create operational inefficiencies, but also increase the overall logistics costs. The AISATS MMCH infrastructure and cutting-edge technologies work to bring transparency and visibility to the most complex cargo pro-

Air cargo gateways tend to face infra bottlenecks and capacity challenges due to warehousing and logistics constraints

cesses through digital documentation, real-time cargo tracking and predictive analytics for cargo delivery times. Air cargo gateways tend to face infra bottlenecks and capacity challenges due to warehousing and logistics constraints. Our integrated approach allows us to leverage efficient design layouts and tech to alleviate these bottlenecks and optimize cargo flows. Technologies such as COSYS+, automated material handling systems, autonomous vehicles (for direct connectivity between the ICT and IWLZ), RFID trackers, AI, ML allow for a higher cargo throughput



across less space with lower dwell times at the MMCH. Our Single Window Airport Cargo Community and Trucking Center will reduce these bottlenecks even further.

Cargo handlers are likely to get 'creative' ideas to gain business. What will be AISATS's strategy for consolidation in the coming years?

AISATS aim is to be a leading provider of comprehensive air cargo handling and logistics services in terms of quality, efficiency, and customer satisfaction. The AISATS MMCH is driving towards creative innovation and adopting cutting-edge tech to enhance operational excellence, improve service offerings and meet evolving customer demands. We believe in the development of sustainable logistics practices. Our broader goal is to develop MMCHs across India that can help consolidate our cargo handling services, provide long-term value for our stakeholders, strengthen India's supply chain, and logistics sector. We are optimistic we can deliver seamless, best-in-class cargo handling ex-

periences for all stakeholders, not just at NIA, but across all Indian airports.

How does tech help in creating end-to-end visibility and transparency and help in avoiding future disruptions?

The AISATS MMCH will contain advanced cargo handling equipment that includes automated sorting systems, electric-powered forklifts, and advanced cargo handling machinery to improve cargo handling speed and accuracy. The hub will also implement robust IT systems such as COSYS+, augment reality, real-time tracking, and data analytics tools to enable seamless operations. Electronic documentation, digital wallets and automated processes have been designed to reduce paperwork, and augment efficiency. AISATS will incorporate the SATS Tracer solution, an easy to use web-based platform, into the MMCH for real-time tracking services of special shipments. Additionally, it will also incorporate the SATS Cargo App providing clients with the opportunity to access flight status, shipment location, de-

livery order status on their mobile phones. Once the Coolport gets developed at the MMCH, AISATS will introduce its Pharma Tag solution for end-to-end temperature tracking of sensitive pharma shipments from the shipper warehouse to the aircraft.

What is AISATS's goal to succeed?

India needs to focus on creating a healthy ecosystem of transshipment cargo hubs across the country as the Indian economy continues to grow by leaps and bounds. This will help Indian airlines and freight forwarders ship more cargo tonnage across the world by leveraging this ecosystem and will aid India in becoming a global air cargo market leader. Despite enjoying a geographical edge, Indian airports have not lived up to their full potential as transshipment hubs. One reason is there has been a lack of an integrated air cargo hub with multimodal connectivity. With our unique infrastructure setup and multimodal link, AISATS MMCH hopes to lead the way in establishing this transshipment ecosystem across India. 📌

PHARMA TALKATHON

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Can India grow its global market share of pharma?

CARGOTALK in collaboration with Cargo Service Centre conducted Pharma Talkathon Part 3 Digital Conclave on 'Can India grow its global market share of generic drugs by 40%?' recently. The webinar focused on various aspects of pharma exports such as infra for manufacturing pharma in India, availability of raw materials, dependency on other nations, skilled manpower, recent advancements, and investments in improving digital infra for pharmaceuticals, pain points, role of technology to maintain the integrity of temperature-sensitive shipments and lot more. The key speakers included Tushar Jani, Group Chairman, Cargo Service Center, Murali Krishna, Director, Pharmexcil, Devang Vyas, Global Logistics Head at Glenmark Pharmaceuticals and Bharat Bhushan Rathi, Head, Distribution and Logistics, Mankind Pharma, while the discussion was moderated by San Jeet, CEO, DDP Group. The discussion generated a lot of impact and saw great participation from the industry.



Affordable pharma prices key to increase global market share

India is a global pharmacy. I think 20 per cent for the start is also good. I feel this market share is going to grow. Our products are accepted and being consumed globally. If you look at one trillion target of



Tushar Jani
Group Chairman
Cargo Service Center

merchant exports, it is 57 billion alone which comes from pharmaceuticals and that is a great news.

The only challenge is Active Pharmaceutical Ingredient (API) for which we are

dependent on China, and we must figure out how we can become self-sufficient. Our second innovation comes in terms of packing material, we need to make more sustainable packing material, India should take the lead in developing packing material to remove the dry ice which is actually against the environmental issue. Thirdly, there should be an emphasis on research, and fourth is that we need to develop an eco-system for pharma e-commerce for trans-

India's cost of production as compared to other nations is low, but investments in the R&D for pharma is immense

portation of generic drugs out of India, for this we have distribution centres across the globe—in the USA, Europe, Far East, Africa and in many other countries, but we need to



expand our international reach and presence. India should become global pharma e-commerce leader to have a greater market penetration and that should be the goal.

The challenge right now is the shortage of skilled manpower in the industry because the standards are going to be high in the coming years and free trade agreements (FTAs) are making standards tough. So, the ecosystem needs to be created for more skilled manpower. There should be more cohesiveness between the industry and its stakeholders.

Industry stakeholders involved in maintaining resilient pharma supply chains should collaborate with each other.

Indian drugs should reach customers internationally at a reasonable price and that should be the key to increase global market share. Freight rates go high when demand increases and that is the main challenge. At present, we have great cold storage infrastructure for handling and transporting temperature-sensitive products. If everything gets in place, we can achieve the said target in seven years.



India imports 60-70% pharma raw materials

During FY2022-FY2023, we touched US\$25 million, 3.5 per cent growth in the pharma sector. These are important figures for the Indian pharma sector. Almost 5.6 per cent of the merchandise trade is from the pharma sector. Pharma is the third largest principal commodity for exports to other countries.

If you look at the category contribution for finished goods formulations, it is the one contributing 72 per cent followed by 18 per cent, which is contributed by generic drugs and herbals. I would say, India has made a significant presence in the global pharmaceuticals market.

The journey started with import dependence with export surplus, and the country is going forward with India being known as pharmacy of the world. In terms of raw materials and required capabilities, we have the required resources, infrastructure, and capabilities. But when it comes to raw materials, the dependence on other countries for raw material is up to 60-70 per cent.



Murali Krishna
Director
Pharmexcil

Raw material comes from China and some chemicals from South Korea, Taiwan, and Japan. During COVID, India proved its capabilities. The world now knows India not only as a global producer of generic drugs, but also as innovative vaccine producer—producing Covaxin and Covishield in huge quantities and

supplying the same worldwide. Pharmexcil took it as its mandate and tied up with Intelligent System Emulation Technology (ISET), ISSAR Pharma, CSNG Pune, Dr. Reddy's and various other labs to conduct a study to evaluate percentage of dependency for raw materi-

2-3 years. Since China is scaling up manufacturing and its prices going down, we be careful.

Regulatory procedures are the only concern if India wants to increase its exports. In this regard, Pharmexcil has developed regulatory practices of top 30 countries and its available

Majority of raw material comes from China and some chemicals from South Korea, Taiwan, and Japan. The world now knows India not only as a global producer of generic drugs, but also as innovative vaccine producer with Covaxin and Covishield production during COVID

als on other countries and how to overcome it and how the raw materials could be produced indigenously in India. The results suggested by Pharmexcil report have been considered by Indian pharma authorities and the Govt of India as a cue for PLI scheme. We have the products in hand and to scale up new products, it takes a minimum of

for industry view on our website. In April 2023, we had 6,316 USFDA market authorisations, we had 300 cite approvals, and 58 formulations approvals. We have infrastructure in place, manufacturer should be conscious enough about classifying the storage vehicles, according to the variety of pharma drugs available.



India must boost raw material production



Devang Vyas
Global Head of Logistics
Glenmark Pharmaceuticals

The recent global constraints such as Russia-Ukraine conflict, shortage of US\$ reserves in African countries, global slowdown among others have affected pharma exports globally, and

impacted trade from India, but business is shaping up well in India for pharma.

Apart from Russia-Ukraine conflict, there are many other global challenges, which disrupted the supply chain, but overcoming all the hurdles that we had few months ago such as availability of vessels, documentation, payments among others—India is supplying pharma to Russia efficiently. But we must be resilient and well-prepared for the challenges that may come such as oil prices. It was easy for Indian pharmaceuticals to deal with crises such as shortage of US\$ reserves, devaluation of US\$ in Africa from past one decade, because of availability of medicines and country's purchasing power.

Indian pharma manufacturers are supplying medicines in over 18 countries. Crucial pain points will remain de-

pendency on China, we need to become sustainable, API manufacturers need to enhance their capacities looking at the surge in demand. Pharma is the only one industry which involves a lot of regulatory procedures, the industry works towards achieving highest benchmark globally, setting high standards.

India, known as the pharma hub of the world, has been supplying the pharma across the globe since the past many years. This acceptability shows how resilient we are, what skillsets, facilities, infrastructure, support we have, in ensuring the medicines consumed globally are of the highest standards and cost-effective. As an industry, we need to focus on having adequate raw materials, highest pharma standards, have regular audits, create more training and awareness, address

shortage of skilled manpower, and adhere to strict safety protocols to ensure the quality of pharma being manufactured.

Despite Ukraine-Russia crisis, India is supplying pharma to Russia. But we must be resilient for the challenges that may emerge

Knowledge Transfer from large established manufacturers about international quality standards for small and mid-sized companies is required. Patient safety is an area why large firms have started to implement pharmacovigilance cell to deal with complaints.

Digital infra must for pharma industry

Technology plays a crucial role in ensuring cent per cent integrity of pharma products, and efficacy, resiliency, and agility of pharma supply chain. Technological integration is crucial for entire logistics ecosystem. The government is taking various initiatives to boost tech adoption in pharma manufacturing and logistics business, but the industry should also play its part. An ecosystem should be created where all the stakeholders associated with the pharma industry can work together under the PPP model. First is the manufacturer who is taking care of the raw materials available for producing pharma, second is the infrastructure for pharma logistics, everyone today wants sasta, sundar and tikau—cost-effective and affordability of prices without compromising on



Bharat Bhushan Rathi
Head, Distribution and Logistics
Mankind Pharma

quality of products.

Since we are talking about pharma cross border e-commerce from India, quality, time, and cost should be taken into consideration. When we

talk about our logistics ecosystem through ports and airports, we still see a lot

For cross border pharma e-com, quality, time, and cost should be taken into consideration. Manpower should be used in a right way with tech equipment

of manual work happening; there is a need to cut down on manual operations.

There is also a need to invest more in digital infrastructure by the government as well as private players for warehouses, ports, airports,


paperless and seamless transactions such as Bill of Entries, at gateways so that shipper or customers can easily take their shipments. This can cover risks which may occur during pharma supply chain. We are on the right track, growing from compound annual growth rate of 8-10 per cent in the past one decade and we can achieve a higher percentage by 2030. India has a robust manpower which should be used in a right way with tech advanced equipment.



PHDCCI summit on global air cargo sustainability

PHDCCI held its 9th edition of Global Aviation & Air Cargo Summit titled 'Scaling New Horizons–Trends for Future Sustainable Growth.' Dignitaries in New Delhi recently. Sumita Dawra, Special Secretary, Logistics, DPIIT, Ministry of Commerce, Piyush Srivastava, IES, Senior Economic Adviser, MoCA, attended.





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AMTOI's Annual Day celebrations

Association of Multimodal Transport Operators of India (AMTOI) celebrated its Annual Day recently in Mumbai. The event was organized to honour AMTOI members for their exemplary work towards the organization. Rajiv Jalota, Mumbai Port Trust Chairman, graced the occasion as the Chief Guest.



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Cybersecurity training vital to identify potential data threats

Infrastructure development for movement of cold chain products, enhanced capacity at airports and freight terminals is top priority to increase efficiency of perishable goods, highlights **Vaibhav Vohra, Managing Director, Continental Carriers**. He stresses that the industry needs AFSs to expedite ferrying of export goods.



Ritika Arora Bhola



Vaibhav Vohra
Managing Director
Continental Carriers

How efficiently the Indian air cargo industry is moving towards achieving the govt's vision of 10 million MT by 2030?

❖ **Growing rate:** The Indian cargo industry has grown at an impressive rate of 9-10 per cent since 2013-14, indicating a positive trend in the industry's development.

❖ **Increasing revenue:** Airlines have seen a substantial rise in cargo income over the previous two years, indicating the sector's potential and post-pandemic recovery.

❖ **Infrastructure expansion:** The government is working to improve cargo handling infra-

structure and aims to open 33 new domestic cargo terminals by 2024-2025. It is also investing in greenfield and brown-field airports, NHs, and rail infrastructure. These projects demonstrate a commitment to improving logistics capacities.

❖ **Process reforms:** the government's EoDB initiative is designed to help businesses perform better. Digitalisation, automation, single window

There is a gap in output of academic institutes imparting knowledge in this domain against the market needs

statutory approvals, and tax reforms are helping streamline operations and enable faster cargo movement.

❖ **Focusing on regional connectivity:** the mission stresses the need to deliver smaller freight loads from tier II and III cities to metros to meet the 10 million MT goal. Smaller aircraft acquisitions can help promote regional connections and accelerate the industry's growth.

Throw light on the current bottlenecks and crucial pain points in the industry?

❖ **Shortage of skilled manpower:** there is a gap in out-

put of academic institutes imparting knowledge in this domain against the market needs. It is creating pressure on freight forwarders to make such arrangements in place to upskill the entrants.

❖ **Volatile freight rates:** freight rates are volatile due to a variety of factors such as fuel prices, geopolitical events, and post-COVID after-effects thereby making it difficult for forwarders to anticipate and manage shipping pricing efficiently.

❖ **Unexpected delays:** delays caused by weather conditions, detours, or route changes can occur, requiring effective communication and updates to address customer frustrations.

What are the key focus areas in air cargo?

There is a lot of focus on developing a hub and spoke model to integrate transits between tier I and II cities, resulting in

increasing efficiency and lowering costs. Farmers profit from the Krishi Udan initiative, which allows bulk shipping of perishables. Infrastructure development for movement of cold chain products, enhanced capacity at airports and freight terminals, is a top priority to increase efficiency of perishable goods. Increased adoption of paperless processes and electronic documentation have increased the operating speed, while decreasing paperwork. In the Indian air cargo business, such attempts optimize resources, improve connectivity, decrease prices, minimize waste, and increase customer satisfaction.

What will be the key growth drivers for air cargo in 2023?

❖ **Growth in pharmaceuticals:** the continued growth of pharma exports from India is driving demand for air cargo services to facilitate



fast and efficient delivery of online orders.

❖ **Growing aerospace and defense industry:** The aerospace industry, including the manufacturing and maintenance of aircraft, is experiencing significant growth. This

develop the infrastructure at various locations. It will be unitized and cleared by customs following BCAS security rules.

Services offered by our AFS include carting order management, seamless cargo movement, security checks,

their cybersecurity standards and requirements.

❖ Our incident response plan is always in place to respond to any cyberattacks quickly and effectively that occur, minimizing damage and reducing downtime.

There have been advancements in the use of technology and automation to streamline cargo handling processes as well as at these ports. The development of DFCs, such as the Western Dedicated Freight Corridor and Eastern Dedicated Freight Corridor, are aimed at improving the efficiency of freight transportation through railways.

Despite these positive developments, there is still room for improvement in India's infrastructure for cargo storage, handling, and transportation. Challenges remain, including:

Last-mile connectivity: improving last-mile connectivity between transportation hubs and industries is crucial to reduce logistics costs and enhance efficiency.



expansion results in increasing demand for air freight transporting aerospace components, parts, and equipment.

❖ **Advancements in air freight technology:** air freight technology advancements such as tracking systems, automation, and efficient cargo handling solutions, are forecast to increase the speed, safety, and reliability of air cargo operations, thereby resulting in more growth.

❖ **Expansion of international trade:** the recovery and expansion of international trade post-pandemic are expected to increase demand for air cargo services, as companies seek to carry products across borders rapidly and efficiently.

Can you highlight the ongoing projects and expansion plans?

India's first RA-3 accredited Greenfield AFS in Kapashera, New Delhi, handles and processes international cargo, ensuring it's 'ready for carriage'. In addition, we are working with our local partners, airlines/shipping lines, customers, and agents to de-

velop the infrastructure at various locations. It will be unitized and cleared by customs following BCAS security rules.

Forwarders experience cybersecurity dangers as the business becomes digital. How does Continental Carriers address the issue?

We recognize the cybersecurity risks faced by freight forwarders in an increasingly digital business landscape. To address these issues, we implement several measures:

❖ We provide regular cybersecurity training to our employees, educate them on best practices for data security, and help them identify potential threats.

❖ We have installed secure networks and systems to protect against cyberattacks, including firewalls, encryption, and other security measures.

❖ Regular system update and maintenance can help ensure that the systems are up to date with the latest security patches and protected against known vulnerabilities.

❖ We ensure that third-party vendors and suppliers meet

With the government initiatives such as NLP, Gati Shakti, Krishi Udan, do you think India can achieve its dream to become a transshipment hub?

NLP, Gati Shakti, Krishi Udan and other initiatives are aligned with the vision and mission of the government to enhance the operational capabilities of the cargo industry. We are sure that India will become a transshipment hub soon. In addition, the government's focus on trade development with both east and west is going to give an additional geographical advantage.

How would you rate infrastructure for cargo storage, handling, and transportation? Do you think there's room for improvement?

India has invested heavily in modernizing its ports, airports, roads, railways, and logistics facilities to facilitate the movement of goods. Today, India's major ports have been upgraded and can handle larger volumes of cargo efficiently.

The development of DFCs, such as the Western Dedicated Freight Corridor and Eastern Dedicated Freight Corridor, are aimed at improving the efficiency of freight transportation through railways

Intermodal connectivity: enhancing seamless intermodal connectivity between railways, roads, and inland waterways would optimize the transportation of goods.

Reducing transit times: addressing bureaucratic processes, custom clearances, and border crossing inefficiencies can help reduce transit times, benefiting overall logistics.

While the country is making gainful strides in improving infra for cargo storage, handling, and transportation, there are still areas that need attention and investment to meet the growing demands of the economy and international trade must be made. 🇮🇳

Express Roadways completes 30-year journey

Express Roadways celebrated 30 years of Indian operations in Hyderabad recently. The Board of Directors congratulated everyone present at the event. The company rebranded its existing logo and aims to achieve ₹ 1,000 crore in the next fiscal.





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ADANI AIRPORTS HOLDING MUMBAI

Manoj Singh has joined as the Chief Cargo Officer of Adani Airports Holding Ltd responsible for overall cargo and ground handling of all Adani Airports. Prior to joining the firm, he was associated with Mumbai International Airport Ltd as Senior VP, and Head, Cargo responsible for overall cargo P&L for Mumbai Airport.



ECOM EXPRESS GURUGRAM

Ajay Chitkara has joined Ecom Express as MD and CEO. He serves as Director & CEO, Airtel Business and will assume responsibilities at Ecom Express from 1 September. He will report to the Board of Directors. Ajay has delivered significant portfolio and organization change at Airtel Business changing it into India's largest enterprise technology company.



ALLCARGO LOGISTICS MUMBAI

Sushil Kumar Rathi has joined Allcargo Logistics as Director, Supply Chain. He will be responsible for acquisition, procurement of warehouses, transportation, and growth of contract logistics business. Rathi's appointment is in line with the group's strategy to strengthen mid and senior level capabilities through lateral hiring.



PROCONNECT SUPPLY CHAIN SOLUTIONS CHENNAI

Karan Vir Puri has joined ProConnect Supply Chain Solutions as Chief Sales Officer. This decision comes as the firm gears up for transformations in logistics sector in the new financial year. Karan will be overseeing internal talent availability for global roles, and driving sales initiatives.

CARGO IQ USA

Kerstin Strauss, VP, Global Air Logistics Operations, Kuehne + Nagel and Former Vice Chair, Cargo iQ has been appointed as the new Chair of the Board. "Having served four years as Vice Chair, Kerstin was the natural successor as Chair of the Board. She has contributed to our progress as a group," said Lothar Moehle, Executive Director, Cargo iQ.



GEODIS USA

François Bottin joined Geodis as Executive VP, Digital and Technology. He will be a member of the Group's Management Board. He has 25 years' experience in the management of digital, data and IT and in managing global teams in transport and logistics sector. His career includes team management positions with a leading player in maritime transport and logistics.



HEATHROW AIRPORT LONDON

Thomas Woldbye has joined the Board of Heathrow Airport. He emerged as the standout candidate among a pool of contenders internally and from across the world. Having served as the CEO of Copenhagen Airport since 2011, he brings with him a wealth of experience and a proven track record as the CEO of a major airport championing passenger service.



MUNICH AIRPORT GERMANY

Jost Lammers, CEO, Munich Airport Supervisory Board has got his contract renewed for five more years. The contract was set to expire at 2024 end. He heads the company since January 2020 and was also its Chief Human Relations Officer. Since June 2022, Lammers has been serving as the President of the German Aviation Association (BDL).

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