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FEBRUARY 2023



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Keeping perishables supply chain cool and frosty



Cyber security is vital in freight forwarding: AfA



India needs dedicated freighters, superior infra: Ramesh Mamidala



Capitalize on capacity to become global cargo hub



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NEWS

Perishables to be air lifted from remote areas: Scindia



Jyotiraditya M. Scindia
The Union Minister of Civil Aviation
Govt. of India

Jyotiraditya M. Scindia, the Union Minister of Civil Aviation said, "Indian air cargo sector has tremendous potential and great future and I don't want to limit that to only transporting equipment and merchandising but also in terms of Krishi Udan scheme, horticulture, poultry, perishables and fresh foods that need to be moved from one destination to another. We found with Krishi Udan fruits, vegetables from far-flung areas of India are being ferried not only domestically but internationally as well." He was addressing the 14th International Civil Aviation Conference cum Awards held by ASSOCHAM in New Delhi recently. "So, I believe the potential for cargo in the country is tremendous and we have increased the number of freighters, and the cargo volumes. It is a sector that holds promise." "As far as the carriers are concerned, there is no restriction, only the NSOP is restricted to six ventures, and I think the NSOP is a small share," he added.

Cargo, passenger operations begin at Goa's Mopa airport

Goa's newly developed Manohar International Airport (Mopa) began cargo and passenger operations. Union Minister of State for Civil Aviation, General V.K. Singh (Retd.) joined the event virtually. Shripad Naik, Union Minister of State for Ports, Shipping and Waterways and Tourism and Dr Pramod Sawant, Hon'ble Chief Minister of Goa were present on the occasion.



India's air cargo is estimated to be worth US\$12.41 bn in 2023 and is expected to grow up to US\$16.37 bn by 2027, as per latest data compiled by Research and Markets.

Truckers can cover Mumbai-Pune in two hours: Nitin Gadkari



Nitin Gadkari
Union Minister of Road Transport & Highways,
Govt. of India

Union Minister of Road Transport and Highways Nitin Gadkari recently said that the public is happy with the fact that they can cover Mumbai to Pune in just two hours. While speaking at a summit in Mumbai, Gadkari said, "Whatever I said about development of roads, if that does not happen, then you can directly call me." The highways that are being constructed will reduce travel time for truckers. He said cutting logistics will improve exports. "India will become the highest ethanol manufacturer in the next five years. Green hydrogen is the future," he said. Talking about green fuel, Gadkari said India will soon become an energy exporter country and he has been working towards 'Green Fuel' whether it is hydrogen, ethanol, or electric vehicle (EVs) to remove petrol and diesel.

MSRDC to implement new Alibaug-Virar corridor

The Maharashtra State Road Development Corporation (MSRDC) is set to implement the next project in the Mumbai Metropolitan Region—126 km long Virar-Alibaug Multimodal Corridor. It will provide seamless connectivity between the districts of Palghar, Thane, and Raigad. The corridor runs from Chimer in Uran to Navghar in Virar. The project has gained the required approvals, and pre-construction work is currently in progress. The Maharashtra State Road Development Corporation (MSRDC) will implement the project in two phases.



Nod to UP Warehousing & Logistics Policy

To make Uttar Pradesh a trillion-dollar economy, the state government approved a new Uttar Pradesh Warehousing and Logistics Policy-2022. The decision was taken by State Cabinet recently. This policy will be effective for a period of five years. The state

government spokesperson said this policy has been prepared to develop the logistics ecosystem in Uttar Pradesh to create an international-level business environment. "With the successful implementation of this policy, the target of making the state's economy

one trillion US dollars will be achieved," he said. The policy is to create a transport infrastructure network, improve existing warehousing and logistics infrastructure, encourage integrated development of logistics services in UP to reduce logistics costs and improve efficiency.



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Capturing the essence of air cargo and logistics

Air freight is estimated to be worth US\$12.41 billion in 2023. The industry is expected to grow up to US\$16.37 billion by 2027 at compound annual growth rate of 5.7%. Buoyed by the government initiatives, air cargo and logistics industry is on a growth trajectory, say industry professionals.



Ritika Arora Bhola

The New Year promises to bring tremendous growth and optimism to the Indian air cargo and logistics sector. The government's ambitious schemes and initiatives such as PM Gati Shakti National Masterplan, Krishi Udan 2.0, National Logistics Policy, and Self-Reliant India, have not only instigated potential to invest in the Indian supply chain business, but also propelled foreign interest and participation.

With the incredible cargo infrastructure and technological developments taking place across India, such as the emergence of dedicated freight corridors, cold storages to move and transport pharma, agri-produce and perishables, transshipment hubs, Grade 'A' warehouses, regional cargo complexes and terminals, and national highways among others, industry stakeholders are moving forward towards achieving the government's vision of 10 million tons by 2030.

The key growth drivers are believed to be e-commerce, fast moving consumer goods (FMCG), retail, chemicals,

Pradhaan Air Express is bringing in new dedicated freighters in February to meet growing demand and initiate cross border e-commerce

pharmaceuticals, automotive and other industrial goods. Dedicated freighters will help in achieving full capacity and cargo volumes. For example, IndiGo recently introduced freighters with orders of four A321 P2F aircraft. Blue Dart is also adding two B737s to its existing fleet. Pradhaan Air Express, the country's youngest cargo airline, is bringing in new dedicated freighters in February 2023 to meet growing demand and initiate cross border e-commerce from India.

DHL and UPS are poised to increase its capacity in India. Digitalisation and sustainability will take over in 2023. The Foreign Trade Agreements (FTAs) with UAE, Australia, and UK and the like will boost EXIM for India with these countries. The domestic logistics is seeing a big surge in cold chain logistics. The Food and Vegetable industry backed by Ready to Eat (R2E) and Quick Service Restaurants (QSRs) is seeing a double-digit growth.

According to Research and Markets' latest data, the country's air freight market is estimated to be US\$12.41 billion in 2023 and is expected to reach US\$16.37 billion by 2027, growing

at a CAGR of 5.7 per cent. The Indian government's air cargo policy, which seeks to make India among the top five air freight markets by 2025, and efforts to create air transport shipment hubs at all major airports over the next few years, will be key to advance industry growth.

To achieve the desired goals and deal with future crises such as lockdowns, global recession, high logistics cost and air freight rates, war or supply chain disruptions, the industry experts have adopted efficient and robust strategies. Extensive and mutual Industrial collaboration is required to fix issues such as lack of data transparency, data availability, cyber security, and environmental hazards. There is a need to establish lean operations focusing on optimizing processes, minimising waste, and increasing customer value. Despite challenges, the air cargo and logistics are on the right growth trajectory and aims to make India an international cargo hub in the coming years.

CARGOTALK spoke to industry experts about their plans and vision for 2023 and beyond.



“BIAL to expand cargo infra to reach capacity of 1.5 mn MT”

KEY DRIVERS

Following a favourable rise in FY2022, the enhanced pace of business activity is forecast to support the growth momentum of the Indian logistics sector in FY2023. Over the long term, growth will be driven by demand from diverse categories such as e-commerce, FMCG, retail, chemicals, pharmaceuticals, industrial goods as well as the industry's paradigm shift towards organised logistics companies, post-GST, and e-way bill implementation. Timely and efficient execution of the National Logistics Policy would be critical in providing the industry with the necessary push. With new partnerships in place, BLR Cargo is looking forward to expanding business and enhancing its facilities. In addition, we are aiming to boost our overall throughput potential to accommodate higher cargo volumes.



Satyaki Raghunath
Chief Strategy and Development Officer
BIAL

GROWTH STRATEGIES

BLR Airport has a cargo capacity of 715,000 MT per year. A fully digital

Airport Cargo Community System (ACS) has been implemented at the common-user cargo terminals. It provides a way for the cargo community to track their

In the coming years, we will see more usage of cutting-edge technologies to boost sustainability and profitability

shipments as they pass through the airport. This also reduces the need for documentation. The cargo terminals have

an annual cold-chain handling capacity of 60,000 MT. The airport has technology-driven interventions to ensure that items arrive at their destination with the same freshness, quality, and attractiveness to customers. By the mid-2030s, we intend to extend our cargo infrastructure to reach a capacity of 1.5 million MT.

BEING FUTURE READY

Trends in air cargo are evolving and shifting. While this has been a conscious effort on our progress, our existing partnerships have strengthened and with new partners coming onboard, we are confident of being resilient and prepared for the year ahead. We have practised sustainable cargo operations. In the coming years, we will see more usage of cutting-edge techniques to boost sustainability and profitability.

“Need for superior air cargo, logistics infrastructure”

KEY DRIVERS

NIA will cater to a differentiated catchment and several upcoming industrial clusters in Uttar Pradesh. A multimodal cargo hub (MMCH) will contribute to overall vibrant ecosystem. We expect the cargo ecosystem at NIA to develop with a focus on e-commerce, electronics, textiles, agri-perishables, and pharma. With rising e-commerce demands and the auto market gaining traction, we see volumes back in the bellies of aircraft. This is affirmed by the increase in aircraft orders by Indian carriers.

Domestic airlines such as IndiGo have introduced freighters with orders of four A321 P2Fs. Blue Dart is adding two B737s to its fleet. DHL as well as UPS are poised to increase capacity. Construction of cargo infrastructure at NIA will start later this year.

GROWTH STRATEGIES

NIA is developing a MMCH in 80 acres. It will become operational in 2024 and pave the path for a future cargo hub in the

India and Uttar Pradesh are seeking to promote investment in the manufacturing sector, indicating a need for air cargo

country. Employing more efficient infra and technology in this greenfield project and digitalisation of manual process and documentation will help address existing pain points in the market.



Christoph Schnellmann
CEO
Noida International Airport (NIA)

Predictability in ops will be a key differentiator for NIA. The infrastructure at NIA is designed to meet efficiency, experience, earnings, and objectives through a customer-centric design.

BEING FUTURE READY

India and Uttar Pradesh are seeking to promote investment in the manufacturing sector, indicating a need for air cargo. Trade and cargo are dependent on supply and demand in many sectors, so it is important that modern cargo ecosystems provide a diverse offering of services. Pressure on transportation costs will continue to remain high, hence it is vital cargo infrastructure supports quick and efficient operations, and digitalisation of supply chain activities.

We aim to address these issues by remaining flexible and bringing in a future-focused and scalable product offerings. Our objective is to develop a cohesive ecosystem to drive cargo growth and create a model of robust transport and advanced logistics system for speedier supply chains recovery.



“Creating digital logistics for international supply chains”

KEY DRIVERS

Air cargo demand will decrease in 2023 as compared to 2022, as spending on goods is declining from pandemic-driven highs, international inflation, and other factors such as modal shifts are all acting against air cargo growth. But the New Year is full of opportunities for those who inspire customer confidence. The outlook for the year is positive about fundamental trends such as digitalisation and sustainability. 2023 will not require a fundamental change in strategy but should continue to drive measures underway and maintain a forward-looking willingness to learn. Cargo Community Systems (CCS) will drive a lot of growth and innovation in the industry. An airport being an anchor of such a platform will transform the industry as it is a strong neutral player in the supply chain.



Vineet Malhotra
Co-founder & Director
Kale Logistics Solutions

GROWTH STRATEGIES

Digital transformation is an integral part of the functioning of logistics enterprises,

governments, and communities. We continue to play a critical role, helping clients embrace new technologies to cope with the crisis and, since then, to innovate

We would collectively look at these problems to devise international and mode agnostic solutions to at least minimize disruption

at scale and grow their businesses. We are on a mission to create the world's largest Digital Logistics Cloud-Enabled Platform for the international supply chain.

We are looking for emerging technologies such as Artificial Intelligence, Machine Learning, Blockchain, and Internet of Things, to name a few. We are leveraging these technologies in building future-proof enterprise and community solutions to facilitate business synergies for our clients.

BEING FUTURE READY

We should fix issues such as lack of digitization, innovation, data transparency, data availability, cyber security, and environmental hazards. We would collectively look at these problems to devise international and mode agnostic solutions to at least minimize disruption. Creating a digital level-playing ground for the SME players so that they are empowered to brace-up crisis and disruptions.

“Embracing automation to enhance productivity”

KEY DRIVERS

- e-commerce: The growth of the sector will continue to drive demand for air cargo and logistics services. The companies will want dependable transportation solutions to transfer large volumes of goods across the globe.
- Innovation: The adoption of new technologies such as drones and autonomous vehicles and the Internet of Things are likely to play a significant role in driving growth in the sector. These technologies can help streamline processes and improve efficiency, which can help reduce costs and improve competitiveness.
- Infrastructure improvement: Investment in transportation infra such as airports, roads, new warehouses, and distribution centres, will help improve the performance

of the supply chain by reducing the time it takes for goods to be delivered to its destination. In turn, increasing the growth across the logistics sector.

Collaborating with the right partners or agents has assisted us to gain access to new resources, markets, and expertise

STRATEGIES

In order to move forward in this ever-evolving industry, one approach is to establish lean operations, which focuses on optimizing processes, minimizing



Prediman K Koul
ED & Board member
Jeena & Co.

waste, and increasing customer value. Reorganizing workflows, standardising procedures, and leveraging data and analytics to drive improvement.

Another approach towards growth has been to embrace automation that helped us save time, minimize errors, and enhance productivity. Collaborating with right partners or agents assisted us to gain access to new resources, markets, and expertise.

BEING FUTURE READY

Taking actions in a bid to strengthen one's capacity to resist shocks or crises—diversifying supply chains, boosting automation, creating backup systems—is essential in building resilience. Having procedures and processes in place ensures that the particular company can continue to function even while facing a crisis. Finally during a crisis, it is significant to keep the stakeholders informed of what is going on and what the particular organization is doing to resolve the problem.

‘AI lenses, 3D sensors, technology to make difference’

KEY DRIVERS

The best practices and technology innovations will make a noticeable difference in 2023. Using AI lenses and 3D sensors, smart airport technologies are capable of monitoring airport traffic and rerouting. Compliance checklists, permits, assessments, audits, and observation can be transformed into dynamic workflows with the aid of tech.

Second advancement in the cloud technology domain, Predictive Maintenance leverages to optimize time and resources spent on maintenance tasks. The software can determine, which aircraft components need repair before they show any signs of suboptimal performance. The last and most important is the continuance of SAF. The aviation industry, including freight, has



Jasraj S. Chug
Co-founder & Director
Cargo Flash Infotech

committed to a goal of achieving net zero carbon emissions by 2050. Thus, green technologies in the air cargo industry

have begun to emerge and are here to stay, predominantly.

GROWTH STRATEGIES

With AI and Big Data playing a big role,

We are on the verge of launching an end-to-end platform bearing solutions that address almost all the existing gaps in the industry

efficiency and security of cloud-based technologies become more important than ever. Looking into the pace of

adaptation of digitalisation in the overall aviation industry, I am hopeful to see an industry that has embraced automation—quickly and fully. We are on the verge of soon launching an end-to-end platform bearing solutions that address almost all the existing gaps in the industry. Actionable data and valuable insights can be procured if AI-driven systems are implemented into the process. We must also put the safety of data into action through single-window digital platforms.

BEING FUTURE READY

5G or high-speed internet, AI and BI are making everything virtual and outsourcing that can make an event move away from fixed cost to a variable cost. This makes sense and is a contingency plan to ensure when an unpredictable Black Swan event hits a business.

‘Agri, processed items, e-commerce to drive growth’

KEY DRIVERS

Agriculture and processed food items along with e-commerce will be the key growth drivers in air cargo for the next 18-24 months. There are other products such as automotives, electronics, pharma, chemicals, textiles among others contribute to the logistics industry. The new Free Trade Agreements with United Arab Emirates, Australia and a few from the United Kingdom will boost EXIM for India with these countries. The logistics is seeing a big surge in Cold Chain logistics. The Food and Vegetable industry backed by R2E and QSRs is seeing a double-digit growth. The Union Ministry of Civil Aviation and Air Cargo Forum India are going all out to promote air cargo movement, EXIM, and domestic cargo, through their focussed programs. These efforts may bring incremental growth in the coming times.

GROWTH STRATEGIES

Skyways has set-out a solid growth plan for next three years. Introduced beginning of 2023-24, it is backed by geographical

We are growing at a CAGR of 30% over past 15 years. This has worked extremely well for us so far and we plan to go forward

expansion and a big volume push across our products and verticals. We are growing at 30 per cent CAGR over last 15 years. This kind of growth needs a



Yashpal Sharma
MD
Skyways Group & ACFI President

constant alignment and re-alignment of one's organizational structure. We have a quarterly discussion on all three aspects and a focus is laid on efficiency to ensure client retention across the group. Over

the past five years, we have inclusion of tech upgrade to these three, and special attention is being laid to integration of our systems with vendors and customers, apart from the hardware and equipment upgrades. This has worked extremely well for us so far and we plan to go forward.

BEING FUTURE READY

Business plans can be robust and flexible, but not be fool proof in real terms. COVID bears testimony to the uncertainties encountered by all businesses. The synergies between machine-man functioning could not be performed due to challenges arising from restricted movement. Business plans have been on most company boards' tables daily from past 30 months. We have re-drawn our BCPs for future, based on our past experiences, which will help us to adapt to any contingency better in future.



“Tech imperative to achieve efficiency, flexibility”

KEY GROWTH DRIVERS

2023 is expected to bring hope to have the cargo industry getting up with an accelerated zeal and enthusiasm to overcome the odds. The supply chains are likely to face varied challenges, but the cargo fraternity shall be resilient with perseverance. Greater emphasis is likely to be made towards digitization with the right technology in all the functional areas to achieve efficiency, flexibility, and a time-bound outcome. A digital supply chain management is likely to yield results with usage of technology for having an enhanced coordination and control on movement of goods.

GROWTH STRATEGIES

We are trying to convince the exporters to



Sunil Kohli
Managing Director
Rahat Cargo

explore the new markets abroad, which could provide ample opportunities for

Digital supply chain management may yield results with usage of tech for having control over movement of goods

shipping goods to newer destinations. A digital and online survey is being conducted by our personnel to search for stations where a specific commodity is in demand that can be catered from the country. We are encouraging

our staff to switch over to digital transactions. A closer coordination with the airlines has also been need of the hour regarding availability of space and our subsequent efforts to utilize those on various sectors is also being done by us unflinching.

BEING FUTURE READY

No specific contingency plan can be worked out in advance unless the related planning is done. The probable odds may be of several nature such as natural calamity, pandemic, fall in demands thereby affecting the export and capacity constraints. Each of such constraints requires a different contingency plan and strategy which can certainly be finalized when encountered with.

“Superior infra to boost opportunities in air cargo sector”

KEY GROWTH DRIVERS

The government and private stakeholders are focusing on strengthening infrastructure, supporting SMEs, and enhancing supply chains. Logistics partners must continue to expand network to support the growth of local businesses beyond borders.

Key growth drivers such as strong airport cargo infra, digital infrastructure for cargo handling, and airport gateways that facilitate efficient access to world markets will continue to boost opportunities in the sector. The government’s air cargo policy, which seeks to make India among the top five air freight markets by 2025, and efforts to create air transport shipment hubs at all major airports, will be key to advance industry growth.

GROWTH STRATEGIES

We opened our integrated logistics facilities in Hyderabad (2017) and Ahmedabad (2018). In 2020, we opened

The air cargo policy, which seeks to make India among top five air freight markets by 2025, will be the key to advance industry growth

our dedicated airport gateway at Delhi airport and an integrated logistics facility at Gurugram.



Deepak Shrivastava
Managing Director, Indian subcontinent
UPS Express

Last year, we opened our Bengaluru airport gateway facility and announced partnership with InterGlobe Enterprises to

launch MOVIN. All these investments and initiatives help us move businesses and the economy forward to capture growth opportunities.

BEING FUTURE READY

For us, agility is significant to address possible disruptions and deliver what matters for our customers. We have built technology into our smart global logistics network that allows us to respond day by day to what we are seeing in the marketplace.

UPSs “better and bolder” vision is about moving faster to win in our targeted market segments. Combining our digital capabilities with our reliable and agile global integrated network will assist in fostering business efficiencies to create a powerful offering of logistics as a service.

'Air Freight Stations to facilitate EoDB for exporters'

KEY GROWTH DRIVERS

Digitization: Most logistics companies have opted for digitization making it a game changer. It consists of the use of digital tech to add insights and modify the business models providing high revenue and expose the logistics companies to better opportunities.

SUPPLY CHAIN TRANSPARENCY

It is imperative for systems to be integrated, workers to have new resources, and supply chain managers to have a better understanding of the supply chain trends. There has been an emphasis on adapting every node of the network to the consumer's needs, considering factors such as sourcing, trade policies, mode of shipment among others.

INTEGRATED LOGISTICS ECOSYSTEM

As countries enforced lockdowns,



Vipin Vohra
Chairman
Continental Carriers

the logistics systems established by e-commerce enabled retailers to sell, and consumers to avail of essential supplies and other products. The enabler for e-commerce is the availability of a robust and resilient

logistics system. With end-to-end, the integrated logistics services available, businesses must concentrate on consumers, products, and marketing. The launch of PM Gati Shakti National

Being pioneer in AFSs, CCPL has an intent to strengthen and develop air cargo logistics by operationalizing the AFSs

Masterplan has provided overarching interdisciplinary cross sectoral for development of logistics ecosystem in the country.

GROWTH STRATEGIES

CCPL has growth plans to invest in cost-

effective and beneficial solutions. Growth plans are associated with the commissioning of AFS by CCPL. Being pioneer in AFS creation, CCPL has larger national intent to strengthen and develop air cargo logistics by operationalizing the AFS. It may reduce the bottlenecks in air cargo logistics and help in ease of doing business (EODB) concept, particularly for exporters.

BEING FUTURE READY

The following steps are suggested:

- A force majeure clause aims to suspend performance of obligations where a party is prevented from performing by events outside its control.
- Updation of business continuity/disaster recovery plan to ensure preparedness during a crisis.
- Building long-term resilience and flexibility for managing future challenges.
- Developing a robust framework having a responsive risk management operations capability

'Manufacturing & automobile sectors to drive growth'

KEY GROWTH DRIVERS

Digitization, data, and visibility: We have seen a paradigm shift from paper to digital communication in the recent years and the same will continue in the next few years to come. This shift towards digitization is allowing the companies like us to gather valuable insights and make smarter decisions, which in turn, improves customer visibility. Improving warehousing capacity and faster communication will bring consumer goods closer to the demand side, will benefit everyone. I can see the manufacturing and auto sectors will see a boost in their businesses with better delivery TATs.

GROWTH STRATEGIES

To stay competitive and make informed

decisions in today's market, we are investing in data and analytics allowing us to identify key markets and trade lanes for strategic growth and expansion. We

Our focus is on maintaining a strong financial position, ensuring that we have a profit and loss statement, with a healthy cash flow

recognize the importance of staying ahead of the curve and embracing digitalisation.



Kritika Chaudhary
Head, Business Development & Marketing
Allied Aviation

As such, we are working towards going paperless whenever possible. Also, we are investing in the development of

our team by providing training and growth opportunities.

BEING FUTURE READY

Currently, our focus is on maintaining a strong financial position, ensuring that we have a robust profit and loss statement, with a healthy cash flow. With Goods and Service Tax and other business expenses, it is crucial that we have a steady inflow of cash. We are working on strengthening the core of our company by making sure that our balance sheet is sustainable and healthy. This is essential for weathering any crisis that may arise and for continuing to grow our sales, even in difficult times. Our end goal is to be able to respond and adapt quickly, proactively to ensure continuity of operation.



KEY GROWTH DRIVERS

Various government initiatives such as PM Gati Shakti National Masterplan and Make in India have enhanced the Indian industrial manufacturing graph, and demand for merchandise is at its highest in the overseas markets. Though the freight rates have stabilised, be it air freight or ocean freight, giving major impetus to air export products, EXIM trade in Indian Rupees will enhance penetration of Indian exports in the ASEAN region.

A new renewed regime of Free Trade Agreements with major world economies such as the United Kingdom (UK), European Union (EU) and Gulf Cooperation Council (GCC) will be



Amit Tandon
Managing Director
Asia Shipping, India

a game changer. Massive layout and strengthening the infrastructure

development projects for ports, airports, warehousing, dedicated freight corridors and inland waterways will facilitate the trade significantly.

GROWTH STRATEGIES

We have an established line of SOP and KPIs in place. We believe in understanding our customer and his/her concerns. Logistics has various elements of service quality deliverables, leveraging on our network strength and dedicated professional team. Asia Shipping is a technologically aware organisation, and this is to our greatest advantage. Focus and action-oriented approach is inbuilt integral part of our work stream. We will be further consolidating our position in next two

years, with opening of many branch offices in Indian sub-continent and expanding to other verticals with our long-term vision.

BEING FUTURE READY

Risk management system that triggers, alerts and notifies the respective departments well in time. Complete coordination between sales and operations makes us ready to face any unexpected disruptions. We at Asia Shipping indulge our workforce through mandated training on technology advancement. System support is monitored and scaled as and when required. Automation of processes, well laid SOP's and social; connect keep Asia Shipping flag high and flying.

'Omnichannel retailing to improve delivery time'

KEY GROWTH DRIVERS

Rise in omnichannel retail: Businesses are increasingly investing in omnichannel capabilities to improve delivery time, speed, flexibility, and costs. It also reduces unnecessary time for the product to move across intermediaries.

Growing importance of sustainability: We expect to see continued investment in electric vehicles (EVs), parcel lockers—automated parcel devices that serve as the alternate delivery locations for dense delivery zones—and adoption of route planning solutions to find the optimal route.

Increasing adoption of technological solutions: The number of packages that consumers order continues to be on the rise, and investments in logistics tech give businesses the ability to make quick and informed decisions and differentiate their last-mile fulfilment experience.

BEING FUTURE READY

We have expanded our presence in



Nishith Rastogi
Founder and CEO
Locus

Mexico and the ME, USA and Indonesia. We also continue to push the boundaries of innovation around our offerings. We recently launched Delivery Linked Checkout. Consumer expectations around post-purchase experience will continue to get steeper. Parallely, consumers are becoming aware of sustainable operations.

'Consumption and infra to drive growth'

KEY GROWTH DRIVERS

Growth drivers will be consumption and infrastructure, as the world economy is anticipated to be under recession, the developed countries would not be spending more. In India, the effects of recession should be subdued and with limited effects. The consumption should play well from the 2nd quarter onwards.

The Govt is expected to spend more on infrastructure, apart from the same the private participation is also bound to increase leading to substantial increase in the overall infrastructure spending and capacity expansions to fuel the future growth plans.

EFFICIENT STRATEGIES

- Skill enhancement of the workforce.
- Scaling up of operations.
- Using more of IT in operations for better visibility.
- Using data analytics for understanding the trends and taking required steps.



Naveen Gupta
Executive Director
Express Roadways

BEING FUTURE READY

- Keeping operations flexible to meet any kind of contingency.
- Remotely being able to access the infrastructure.
- Usage of digital means to address physical concerns.

“e-commerce, auto to support logistics growth”

KEY GROWTH DRIVERS

Air cargo sector has slowed down in the third quarter of 2022. However, the logistics sector is growing and may be one of the key growth drivers in 2023. 'Make in India' push by the government is a boon for the domestic sector. e-commerce, automotive, and pharmaceuticals are expected to do well and support logistics growth in 2023.

GROWTH STRATEGIES

Jet Freight plans to grow business by investing in new technology that will help streamline our internal operations and offering more visibility to our customers. Jet Freight plans to expand the reach in United States of America (USA) market. We want to be accessible 24x7, serve and advice innovative solutions on multimodal transportation to our customers.

BEING FUTURE READY

Jet Freight believes in every crisis there



Joy John
Director (Air and Sea Freight)
Jet Freight

lies an opportunity. Our investments, most of them heavy, lie in adapting to new technology, efficient manpower, and most importantly, supporting our customers with various multimodal transportation, which are on top of the list of our contingency plan.

“We plan to expand capacity, freighter ops”

KEY GROWTH DRIVERS

The key drivers for growth of air cargo would be to increase the capacity offered by passenger flights and freighter operations along with increased demand for pharmaceuticals and perishable exports from India. Government policies favouring air cargo export can further support growth in the year 2023.

STRATEGIES 2023

We are expanding our operations and adding to the air cargo capacity in strategic phases so that we can follow an efficient and sustained growth to optimize our operations and deliver excellence. We plan to add more capacity in passenger aircrafts and freighter operations from multiple cities in India in 2023 in a bid to support industrial growth.

BEING FUTURE READY

We have learned to deal with some of the most difficult disruptions and



Abhishek Goyal
Director
Aeroprime Group

situations during the pandemic outbreak. We are fully prepared now to deal with any future crises through our innovative remote operations managing systems and deployment of ad hoc freighters capacity in case of disruption of the passenger flights.

“Building connect to optimize cost of ops”

KEY GROWTH DRIVERS

Having a substantial presence in rail and road segments, we realised to expand its horizons and that is when it forayed into air cargo segment in 2020. During the pandemic, when pharma was booming, the medical equipment and aids were becoming the need of the hour and the sudden market shutdown has shifted people from traditional buying to e-commerce. Clutching this opportunity, CJ Dard planned out its new verticals, acknowledging the demand of logistics. CJ Dard is also the authorized agent for

all the airlines (except Akasa Airlines) to book any load domestically. In 2023, we are looking forward to breaking the borders and expanding wings globally.

GROWTH STRATEGIES

Presently, the focus is on the domestic market, but the initial idea is to establish in the domestic market and with the success of it to expand its footprint into global market as well. The company has set up five dedicated processing centres in metropolitan cities where the team is available 24x7 to take care of operational

needs. The approach of CJ Dard is to avoid congestion in these major metropolitan cities is enabling faster deliveries to its customers without any external interventions.

BEING FUTURE READY

While in the passenger airlines, fares have dropped marginally, but in the air cargo, the prices have only risen. Terminal congestion at Mumbai, New Delhi and Bengaluru airports is another concern we are combatting with and cargo processing at these terminals is a mammoth task.



Nikhil Agarwal
President
CJ Dard Logistics Ltd.

CONCLUSION

The year 2023 and is very crucial for the Indian air cargo and logistics sectors. With efficient growth strategies, efficacious contingency plans to deal with future crises, government support and optimism, the industry stakeholders are fully geared up to achieve government's

vision of 10 million target by the end of 2030. In fact, the ongoing developments with regards to multimodal infrastructure development are commendable and highly ambitious and growth oriented long-term plan and policies have been formulated for the 'Amrit Kaal' i.e., the next 25 years. The key enablers which

will drive growth are believed to be perishables, e-commerce, FMCG, retail, chemicals, pharmaceuticals, automotive and other industrial goods. Dedicated freighters will also help in achieving full capacity and cargo volumes in the coming years. Industry is quite hopeful of growth with the development of multimodal

logistics parks and Grade 'A' warehouses across the country to facilitate seamless cargo movement. Truly 'cargo' has proved its relevance and importance in the last few years. 'Cargo' is the only source of revenue and growth, and the industry will be dependent on it completely in the coming times. 📦



Keeping perishables supply chain cool & frosty

To eradicate perishables and agricultural wastage, Indian cold chain companies and logistics service providers need to build resilient perishable supply chains without compromising on quality of products and its cost-competitiveness and invest in improving infrastructure, reefer trucks and advanced technologies.



Ritika Arora Bhola.

Perishable is the only commodity which has not seen a slightest downfall even when the pandemic was at its peak. In fact, the demand for fruits, vegetables, milk, and meat products increased greatly, as consumers preferred healthy eating options more than ever in the past few years. To meet the increased demand, the stakeholders worked diligently on rebuilding highly efficient, and resilient perishable supply chain without compromising on the quality of

FACTFILE

→ Huge perishables get wasted in India every year due to pitiable lack of cold storage facilities.

→ To eliminate wastage, the logistics/cold chain firms need to become flexible and cost-effective.

products and its cost-competitiveness. Huge amount of perishables get wasted in India every year due to pitiable lack of cold storage facilities, smaller number of temperature-controlled reefer trucks to ferry perishables from one destination to another or minimal reach (lots of perishables lie at remote locations and do not get picked up in time) could be the reasons.

According to reports, India produces more than 400 million MT of perishables every year. But the wastage levels of perishables in India are

significantly high—4.6-15.9 per cent of fruits, 5.2 per cent of inland fish, 10.5 per cent of marine fish, 2.7 per cent of meat, and 6.7 per cent of poultry. To eliminate the wastage levels and bring back agility, the Indian logistics/cold chain companies need to become flexible, responsive, and cost-effective. At present, modern supply chains are experiencing unprecedented stress and disruptions due to the ongoing crises such as global economic recession, Russia-Ukraine conflict, and lockdowns in China, and are drawing an increased level of scrutiny. Therefore, it is high



time the industry introduces innovative, tech-friendly, and unconventional ways of working to uphold perishables movement in India that contributes to the GDP.

"India is a diverse geography, and we have a fragmented market of agri producers which makes it difficult to consolidate. Logistics becomes even more challenging when it comes to connecting from farm produce to wholesale and to consumption points," said **Sanjay Sharma**, COO, Coldman Logistics. He added, "Since perishables have a limited shelf life, we have a greater challenge to eliminate the wastages. However, the bigger disconnect is the availability of the infrastructure at the right place, which frequently leads to wastages on the one side and underutilized capacities on the other."

Sharma further continued, saying perishables have a limited shelf life and despite whatever ideal conditions we create to store these products, it will still have limited life only. The better way is to process fruits and vegetables to its secondary form such as juices, pulp, ready to eat snacks among others, and enhance the shelf life from days to years. While Cold Chain

infrastructure has evolved over the past decade, we need to ensure setting up processing facilities near the farm gate to reduce wastage."

Agreeing with Sharma, **Sunil Nair**, CEO, Snowman Logistics said, "The shelf life of fresh and frozen products is dependent on a variety of reasons, including cultivation practices, harvesting practices, processing, and cold chain management. A minor deviation in the truck/van's temperature during transit can spoil an entire lot of products and create wastage. So, it is critical to have the right processes from cultivation to consumption. Transporting products under recommended temperature environment with the right type of packaging is critical to maintaining product integrity. As a result, the challenge is not only about the quantitative losses, but also the qualitative losses that reduce yield/kg and thus the realization. To reduce wastage, complete end-to-end process re-engineering is required for each product. We also need to consider that agriculture in India is highly fragmented. Some land parcel consolidation for a single crop variety is required. A larger plot of land with the same crop is always advisable."

Focusing on the reasons for perishable wastage in India, **Swarup Bose**, Founder & CEO of Celsius aptly observed, "We incur food losses worth about US\$14 billion, most of these being post-harvest losses, due to inefficiencies in its cold supply chain. These include a lack of temperature monitoring in



Sanjay Sharma
COO
Coldman Logistics

To reduce wastage, end-to-end process re-engineering is required for each perishable product. Land parcel consolidation is must



Sunil Nair
CEO
Snowman Logistics

Ferrying products under recommended temperature with the right type of packaging is critical for maintaining product integrity

cold storages, using non-refrigerated vehicles for last-mile transport or for shorter distances, lack of tracking and tracing technology to monitor distribution, lack of reefer vehicles, and inaccurate handling of products with untrained drivers and delivery agents, and issues in terms of managing the perishables.

Shippers also incur heavy revenue losses due to systemic gaps in the



Reefer Truck

cold chain. The lack of affordable cold storage and cold transport facilities is another common challenge faced by rural farmers and food producers. Since fresh produce has a limited shelf life, farmers with no access to refrigerated storage are forced to sell their harvest at cheaper costs to avoid wastage. This leads to financial losses and reduces their access to wider markets. A strategically planned cold storage and cold transport facility can help solve several wastage problems."

Rajat Gupta, Founder and CEO, TESSOL said, "Food wastage, technically, happens in one or many phases of the supply chain. A large amount of perishable wastage happens during logistics. Some examples of perishable wastage include losses due to spillage, degradation, improper packaging, improper temperature control and mechanical damages. Perishables can be stored and reused for hours to days depending on how they are stored, the precision of temperature is important, e.g., using dry ice to store food or perishables can damage the products and make them harmful for consumption. There are technologies, such as Phase Change Material (PCM) that can be used to improve the capacity and longevity of the products ensuring that they are not wasted during transit."

Throwing light on the need for and importance of having cold storage facilities, **Ravi Kumar Tummalapalli**, Managing Director, va-Q-tec India said, "India conventionally has been an agriculture-based economy, despite that we never focused on developing storage and logistics facilities for the



Swarup Bose
Founder & CEO
Celsius

Temperature-controlled storage has been known to prevent fresh produce from getting wasted and enhance its shelf life



Rajat Gupta
Founder and CEO
TESSOL

Perishables can be stored and reused for hours to days depending on how they are stored, the temperature is important

perishable products. It also shows our inefficient infrastructure, which lacked the connectivity between the farms and the place of consumption. Impetus was on developing irrigation facilities, building dams to secure the water supplies and reduce damages due to floods has been the stepping stone for increasing the acreage under cultivation. Which over a period brought in growth in agricultural produce and people got trapped between the excess production and no means to efficient supply chain. Similarly, for the marine produce also there have been few initiatives by developing port-based

storage facilities, of late which are very few and scarce. We need to understand these produces are seasonality based and the demand for storage facilities and logistics need to be agile to meet the requirements during the season. This flexibility can be bought in with the participation from the private industry, who can bridge this gap and bring in efficiency. There are many projects, which have started with the objective of reducing wastages under the banner of 'farm to fork,' and bringing in efficiency in the whole supply chain."

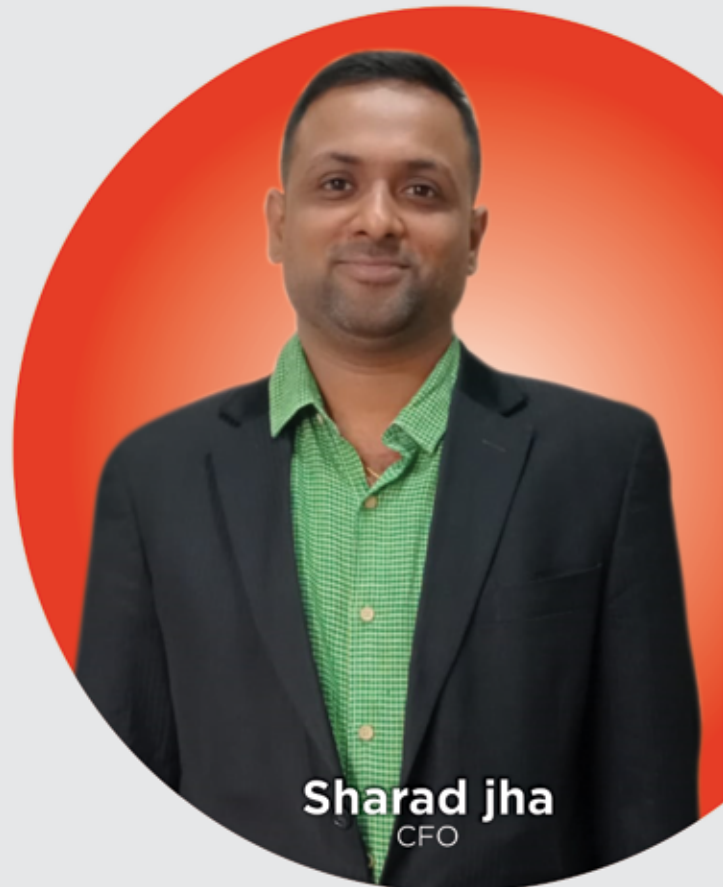
Observing the above, **Samarth Setia**, Co-Founder and CEO, Mr. Milkman by Ever.Ag shared "Dairy and food industries today are struggling to organize their day-to-day operations. Supply chain management has been a complex issue from truck monitoring and tracking to tankers and delivery. Also, there is no proper tracking system to know how many products are sent to the retail outlet, the damages, and returns. In India, cold chain management is an issue. From unregulated transits, poor warehouse conditions and traffic delays, the loss and wastage percentage are much higher compared to any other country. The perishables are usually transported in unrefrigerated, overcrowded trucks, which either spoil the food in transit or damage it due to poor packaging. This leads to a near-complete absence of these products on the market. This can be dealt with by integrating technology. However, farms or businesses can guarantee quick delivery of high-quality products by working with tech-enabled incorporating new technological solutions that help in real-time monitoring and tracking of production,

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Sharad Jha
CFO

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Fruits and vegetables in temperature-controlled warehouse

procurement, and distribution, while identifying damages. With this, they will be able to track the progress of their goods, which would help the farmers earn a fair price in the long run."

TECH IMPERATIVE IN COLD CHAIN LOGISTICS

To eliminate wastage and improve the efficiency and resiliency of the perishable supply chain a variety of technology and different types of equipment are being used. Stress has also been laid on the 'packaging' to cut wastage.

Sharma said, "Technology such as Internet of Things (IoT) devices helps in collating the various data points and indicate the soft and weak spots, which needs to be strengthened to ensure an unbroken value chain for perishables. In the past few years, portable cold stores, which run on solar have picked up momentum and are helping reduce wastage at the farm gate level. These cold chambers capability to connect through remote monitoring systems is helping prevention of the wastage and creating ideal market links to ensure that farmer gets the right value of its products and go to market lead times are reduced significantly."



Ravi Kumar Tummalapalli
Managing Director
va-Q-tec India

When it comes to eliminating waste, packaging, storage, and value addition can help a lot and give higher returns to the farmers

Nair agrees, "From sowing, harvesting to product packaging, each activity has a unique care pattern for its optimum health. There is technology available even to monitor the growth of plants. For harvesting and post-harvest operations, adequate know-how has been developed in the form of conveyor systems and pieces of equipment to test the product for sugar value, moisture content, and so on. These technologies when integrated into the food supply chain system ensure that the quality and life of the product are taken care of. Monitoring temperature and humidity is no longer a challenge during logistics. However, standardizing all processes and making the best use of them is essential to minimizing wastage."

Meanwhile, Gupta said, "We try to meet evolving customers' requirements through our R&D and a wide range of products—from passive packaging solutions to active cooling systems and cold rooms. The focus is not just on building viable solutions, but on solutions that are sustainable. Our latest one is a set of packaging solutions for the 24-hour delivery of chocolates. These solutions are 100 per cent recyclable and avoid the use of Styrofoam. The applicability of these solutions is across the

food and pharmaceutical sector for 15-25°C transportation."

Kiran Gubba, CEO, Gubba Storage said, "Food supply chain markets have become highly developed. Use of modern technologies is required. The main objective is to identify the different technological implementations in different phases of the food supply chain processes and point out the key factors for using technologies to improve the characteristics of the perishable food supply chain. Some of the various technologies include radio frequency identification (RFID), the IoT, Blockchain, three-dimensional printing (3DP), and autonomous vehicles. These technologies were found in different phases of the food supply chain and improved the efficiency of supplying perishable foods."

Sethia further shared, "We provide a single platform that is focused on optimizing processors' operations via digitization. This increases the profitability to allow dairy brands to invest in their own growth, while increasing margins and reducing hidden costs and shrinkage in the sector. We also help manage the reverse logistics tracking for the customers. It also includes peripheral items and

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📍 MUMBAI

📍 BANGALORE

📍 DELHI

assists the automation of processes such as generating orders set to go to distributors, retail outlets, or end consumers. Our solution also identifies and detects the anomalies and notifies the sales team of the dairy in case there are any changes in ordering patterns. This helps overcome errors and plug the problem of unnoticed losses."

Bose said, "While tech adoption is done efficiently, leveraging the right solution for holistic problem solving is key to ensure maximum optimisation of cold supply chain for perishables. Effective temperature-controlled storage has been known to not only prevent fresh produce from going to waste, but also enhance its shelf life. But technology adoption needs to move beyond just smart warehouses and a fleet of reefer vehicles. With a smart warehouse management system integrated with a digital cold chain platform, it is possible to supervise and ensure real-time updates and modifications to maintain optimum temperatures throughout the storage and transport process for perishable goods."

He added, "By leveraging AI, ML, IoT and Blockchain solutions and integrating them with SaaS-enabled platforms, one can help logistics companies to consistently monitor and track in temperature, location, and humidity in real-time. With transparent and timely updates, it is easier to build accountability and thus efficiency, by rectifying errors or overcoming loopholes as soon as they are discovered. Fleet managers could analyse and toggle temperature settings on the go, accommodate for local climate changes, and unforeseen delays. When done right, these technology adoptions could help transform the cold supply chain network, allowing stakeholders to stay on top of every step in the storage and transportation processes, catalysing cost-optimising benefits and reducing food wastage."

Ravi jutting in, said, "When it comes to eliminating waste, I think technology in terms of packaging, storage facilities, and value addition as packaged foods can help a lot and give higher returns



Samarth Setia
Co-Founder and CEO
Mr. Milkman by EverAg

Supply chain management has been a complex issue from truck monitoring and tracking to tankers and delivery

to the farmer. Raw produce has a certain price, but when there is a value addition when converted to packaged or processed food it helps in increasing its scalable price for the farmer. This is one area we need to bring-in investments. Online e-commerce stores are connecting the farmers with the consumers and delivering them directly, this helps in reducing dwell time for the produce and wastages in supply chain. Produce, which is in excess, should be managed well in storage facilities so that they can be used during the off season when planned to transport to longer distances through refrigerated transportation. Unlike in the past, apples and other seasonal fruits are available throughout the year due to improved storage facilities. Most perishables need similar kind of storage facilities with temperature control. Of course, the type and qualification for the agri, marine and pharma products is quite different, there is need to be build dedicated facilities to avoid contamination. The government is

providing incentives to set up cold store facilities through loans and lower interest rates to encourage the industry.

Focusing on cold chain packaging technology, Ravi said, "Conventionally, there was rampant use of one-time packaging such as the EPS commonly known as Thermocol boxes and ice gel packs due to their low cost and easy availability. Unfortunately Expanded Polystyrene (EPS) has been polluting the environment since this takes many decades to degrade in the soil and not qualified to provide the efficiency to secure the product inside. Now there are many high-performance cold chain packaging materials have come to use, which are qualified for longer duration of temperature control and due to their multiple use nature, are highly sustainable. These packaging solutions are powered by high end insulation materials such as the Vacuum Insulation Panels (VIP) and Phase Change Materials (PCM) maintain the temperatures required inside the package. PCMs are chemically designed liquids to store energy and maintain inside the boxes even after exposed to high ambient temperatures."

OPPORTUNITIES & FUTURE PROJECTIONS

The Indian cold supply chain industry is rapidly developing post-COVID and has huge growth potential. In 2021, the Indian cold chain logistics market was valued at US\$24.62 billion, and it is likely to reach US\$53.07 billion by 2027, growing at a compound annual growth rate (CAGR) of 13.66 per cent from 2021 to 2027. It is also estimated that by 2027, India will be the world's fifth largest economy and a key player in the global market, making its logistics infrastructure, including cold chain, a most significant one.

Despite the growth, the Indian supply chain market is still in a developing stage and needs to operate at its maximum potential, fixing issues such as lack of basic infrastructure and lack of awareness for handling goods. India faces a loss of as many as ₹ 52,000 to ₹ 95,000 crore per annum only from its



Refrigerated storage



Gubba Storage

agriculture sector. According to the Food and Agriculture Organization (FAO), about 1.3 billion tons of food is wasted in the country due to inhospitable storage and transport facilities. This statistic clearly shows the wide gap and an opportunity for improvement in the Indian cold chain industry.

At the same time, Sethia said, "We are trying to fix this loss and shrinkage in the dairy industry. In 2022, the milk throughput through our system grew by 12 per cent compared to 2021. We facilitated the sale of milk worth ₹117 crores through our platform in 2021, and by the end of December 2022, we will touch around ₹130 crores. As the dairy industry in India operates under a slim margin, we have developed a single integrated cloud technology to reduce shrinkage and are assisting dairy farms in saving ₹1-2 crores every year."

Sharma, on the other hand, said, "India's temperature-controlled warehousing (TCW) and fleet capacities have grown significantly over the past decade, but still the concentration is confined to limited cities only. The infrastructure close to agri-hubs and farm gate needs a lot of improvement. We also need to look at creating large integrated process and TCW units, which handle the produce from raw to finished form at one single premise. The government shall look at encouraging private players to set up such integrated units with some subsidized benefits, which

shall help in arresting the wastages to a large extent."

As per Nair, "In the past two years, the cold chain industry has shown promising growth trends. They are dominated by the QSR, FMCG, Dairy, and Sea Food segments. Volume in these industries rose by 15 per cent or more year-on-year. However, in the past two-three years, there has not been much investment in the sector. It is critical to have an adequate supply of cold storage and vehicles to meet demand. The trend is to seek an all-inclusive service provider. Customers want someone, who will take responsibility for product safety from the source to the store. Customized solutions for a wide range of products and distribution channels are in high demand."

Moreover, the Indian cold supply chain market offers opportunities for foreign businesses to enter India in this field. As a result, there is potential for refrigeration technology, automation, material handling, cold chain infrastructure, and alternative energy solutions to expand in the Indian market.

Gubba said, "An efficient supply chain can maintain product quality. Maintaining the quality of temperature for certain goods such as perishable agricultural products, pharmaceutical products, frozen food, cosmetics, and chocolates, during the process of transportation is a challenge for the cold supply chain industry." The Indian



Kiran Gubba
CEO
Gubba Storage

Maintaining the temperature for perishables, pharma during transportation is a challenge for the cold supply chain industry

cold supply chain market offers better opportunities for foreign businesses to enter India in this field, he said.

There is potential for refrigeration technology, automation, material handling, cold chain infrastructure, and alternative energy solutions to expand the Indian market. Gubba has been preserving food PAN India since 2010 to deliver freshness, quality & health. We have three facilities located in Vishakapatnam, Hyderabad, and Aurangabad with 5,000 pallets and 2,500 tons capacity. Gubba is committed to expand its services PAN India and in April 2023, we are going to unveil a 6,000 pallets capacity facility with robust shuttle racking infrastructure at Gundlapochampally, Hyderabad.

Ravi added, "In the past few years, we have seen focus and efforts from the India government in bringing policy intervention and setting up the framework for network of logistics hubs, connected through high-speed road network, development of port infrastructure under the flagship projects such as PM Gati Shakti and Sagar Mala among others. There is quite a lot of interest from the Indian and multinational companies in setting up the logistics, warehousing infrastructure at strategic locations to facilitate the needs of the industry. Cold chain storage and transportation are considered as the key potential opportunity in the whole supply chain, which still has a huge scope to bridge the gap between demand and supply." 📌

FACTFILE

- The country produces more than 400 million metric tonne of perishables every year.
- This infrastructure will improve the speed to market, reduce time and enhance dependability.



Cyber security is vital in freight forwarding: AfA

Airforwarders' Association (AfA) has become one of the primary associations advocating freight, forwarding and logistics community in Washington. **Brandon Fried, Executive Director**, discusses about issues deterring growth of global freight forwarding sector and the association's plans in 2023.



Ritika Arora Bhola

Global air cargo industry has witnessed many ups and downs, be it COVID, Russia-Ukraine war, and the ongoing global economic crisis. How have you guided the freight forwarders to survive in those trying times?

We have all felt the pain of capacity constraints because of our ageing or outdated infrastructure. Earlier this year, AfA formed an Airport Congestion Committee comprising members of all segments of our industry. This group recently published a White Paper

INSHORT

→ When the programs for airlines do not align directly with AfA's, that can lead to extra costs.

→ A key area with which AfA deals daily is regulation. It would like to see more simplification.

concerning causes for airport congestion and recommended solutions. Our hope is to urge lawmakers to allocate funds to cover the costs of improving cargo areas and increasing automation at the major US gateway airports. At AfA, we have helped set up cargo ops at lesser utilized airports to avoid backlogs at major hubs. A key area with which we all must deal daily is regulation. We would like to see a lot more simplification and better alignment of the regulatory programs under which we all operate.

There are times when the programs for airlines do not align directly with

ours, and that can lead to extra costs, confusion, and operational challenges. Similarly, the global security programs have an impact on us, and when there are standards, where different countries have non-aligned programs, and air cargo touches multiple countries, that too adds to the burden.

The expanding regulatory environment is why we continue to work so closely with TSA and other country security groups to develop the best solution possible of the air cargo supply chain. This is intended to assist our regulatory partners in creating efficient,

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regulations, which can better reflect to the ever-changing environment in which we operate.

What is the current state of the global air cargo/freight forwarding industry? How do you see the growth graph moving in 2023?

The AfA has gone through a few challenging years, and our industry has had to adapt quickly. While the forwarder segment has been flexible and led the way in creating innovative solutions for our customers, we have stepped up the game further doing things such as chartering passenger aircraft for cargo or setting up programs to move and distribute critical vaccines, medications, or critical lifesaving equipment.

We are optimistic about the future, but we are certainly cognizant that issues such as rising fuel costs, global disruptions to supply chains, or other economic issues over which we have no control, can affect our business. We must help our customers adapt to continual change. Of course, cost pressure comes into play, with fuel, labour and other costs increasing and fluctuating. But consumer demand remains high, and the industry has long had a pricing structure that is able to cope with those pressures, with many contracts allowing for monthly surcharges to account for the changes, both upward and downward. Having said this, I remain optimistic in 2023.

Can you suggest any efficient solutions to resolve the critical issues?

Moving from a paper-intensive to a digital environment is important for all of us. Of course, digitization comes with its own challenges, and we must address cyber security on all fronts. At AfA, we have taken this task to heart through the work of our Technology Committee, which is helping our members understand what the challenges are and how best we can address them. The lack of airline pilots and other transportation worker shortages can certainly have an impact on us. This is more of an issue in the passenger carrier part of the equation, as there are more flights

affected by this issue than in freighter aircraft operations. Carrier disruptions have an effect on our ability to move cargo "as planned".

Whether it is weather-related disruptions, or major carriers cancelling thousands of flights, or this week's FAA disruption, these are challenges for all of us. We must remain flexible and nimble, and the forwarding community has always responded effectively.

What are your top priorities in 2023? What are the issues you are planning to address to the concerned authorities?

- Aligning regulatory programs
- Infrastructure
- Reducing airport cargo-area congestion
- Cyber security
- Reducing paper and streamlining reporting
- Assisting our members in dealing with normalizing cargo volumes in a post-pandemic recovery

Take us through AfA's recent developments and achievements?

- The AFA participates in industry activities, while continuing to broadcast news pertaining to daily monitoring of legislative and regulatory initiatives that could impact members' operations, intervening as appropriate. Here are some examples:
- The association continues to call for action on the lingering airport cargo congestion issue by urging



Brandon Fried
Executive Director
Airforwarders Association

We are optimistic about the future, but cognizant that issues such as rising fuel costs, global disruptions to supply chains can affect our business

Congress and the states to act now.

- The AfA keeps members informed about export cybersecurity requirements
- AfA keeps members informed about ongoing BIS Russia sanctions
- AfA kept members informed about Maritime Demurrage & Detention requirements
- Established a special committee to assist TSA in the Security Threat Assessment application process

How important is sustainability for air cargo? What steps are taken in this regard?

There is no doubt that global warming is influencing our climate. We must all work together to ensure that we do our part. Regulators are asking for more and the shipping community is demanding this of us as well. The AfA's Environmental Sustainability Committee strives to find ways to improve and participate with all our industry partners. As fuel prices increase, both the air as well as the all-important "ground" segments of the air cargo supply chain feel the pain. We have seen companies looking at electric and hybrid vehicles.

Although most do not operate aircraft, we do have vast fleets of surface vehicles, and are working diligently to replace them wherever possible with clean fuel vehicles, and in some cases, EVs. We have reduced waste by converting from a paper-intensive environment to an "e" information one, even pushing our regulators to utilize that process for compliance processes. 🌱





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Air cargo revenue helped cut losses in 2022: IATA

Cargo markets are expected to come under intense pressure in the New Year as revenues drop. As belly capacity grows in line with recovery in passenger markets, yields are expected to take step back. IATA expects a fall of 22.6% in cargo yields in latter part of this year.



CT Bureau

The International Air Transport Association (IATA) expects a return to profitability for the global airline/air cargo industry in 2023 as airlines continue to cut losses stemming from the effects of the COVID to their business in 2022. Air cargo revenues played an important role in cutting losses with revenues expected to reach US\$201.4 billion. That is an improvement as compared with the June forecast, which is largely unchanged from 2021, and more than double the US\$100.8 billion earned in the year 2019.

November 2022 (% year-on-year)	World share ¹	CTK	ACTK	CLF (%-pt) ²	CLF (level) ³
Total Market	100.0%	-13.7%	-1.9%	-6.7%	49.1%
Africa	1.9%	-6.3%	-11.4%	2.5%	45.8%
Asia Pacific	32.6%	-18.6%	-4.5%	-9.5%	54.5%
Europe	22.8%	-16.5%	-6.6%	-6.8%	56.9%
Latin America	2.2%	2.8%	19.9%	-6.4%	38.2%
Middle East	13.4%	-14.7%	2.1%	-9.3%	47.5%
North America	27.2%	-6.6%	0.3%	-3.1%	41.9%

¹ % of industry CTKs in 2021 ² Change in load factor ³ Load factor level

In 2023, the airlines are expected to post a small net profit of US\$4.7 billion—about 0.6 per cent net profit margin. It

is the first profit ever since COVID struck when industry profits were US\$26.4 billion (3.1 per cent net profit margin).

In 2022, airline net losses are expected to be US\$6.9 billion (an improvement on the US\$9.7 billion loss for 2022 in





IATA's June outlook). This is better than losses of US\$42.0 billion and US\$137.7 billion that were realized in 2021 and 2020, respectively.

"Resilience has been the hallmark for the airlines in the COVID crisis. As we look to 2023, the financial recovery will take shape with a first industry profit since 2019. That is an achievement considering the scale of the financial and economic damage caused by government imposed pandemic curbs. But a US\$4.7 billion profit on industry revenues of US\$779 billion also illustrates that there is much more ground to cover to put the global industry on a solid financial footing.

"Many airlines are sufficiently profitable to attract the capital needed to drive the industry forward as it decarbonizes. But many others are struggling for a variety of reasons. These include onerous regulation, high costs, inconsistent government policies, inefficient infrastructure, and a value chain where the rewards of connecting the world are not equitably distributed," said Willie Walsh, Director General, IATA.

DROP IN CARGO REVENUES

Cargo markets are likely to come under increased pressure in 2023. Revenues

are expected to be US\$149.4 billion, US\$52 billion less than 2022, but still US\$48.6 billion more than 2019. "With economic uncertainty, cargo volumes are expected to decrease to 57.7 million tons from a peak of 65.6 million tons in 2021. As belly capacity grows in line with the recovery in passenger markets, yields are expected to take a significant step back. IATA expects a fall of 22.6 per cent in cargo yields, mostly in the latter part of the year when the impact of inflation-cooling measures is likely to bite. To put the yield decline in context, cargo yields grew by 52.5 per cent in 2020, 24.2 per cent in 2021 and 7.2 per cent in 2022. Even the sizable and expected decline leaves cargo yields well-above COVID."

OPTIMISM THIS YEAR

This year, the airline industry is expected to tip into profitability. Airlines are anticipated to earn a global net profit of US\$4.7 billion on revenues of US\$779 billion (0.6 per cent net margin). This expected improvement comes despite growing economic uncertainties as global Gross Domestic Product (GDP) growth slows to 1.3 per cent from 2.9 per cent in 2022.

"Despite the economic uncertainties, there are plenty of reasons to be



Willie Walsh
Director General
IATA

As we look to 2023, financial recovery will take shape with a first industry profit since 2019. That is an achievement considering the damage caused by COVID curbs

optimistic about 2023. Lower oil price inflation and continuing pent-up demand should assist in keeping costs

in check as the strong increasing trend continues. At the same time, with such thin margins, even an insignificant shift in any one of these variables has the potential to shift the balance into negative territory. Vigilance and flexibility will be key," said Walsh.

IMPLICATIONS FOR CARGO

Cargo markets are expected to come under increased pressure in 2023. Revenues are expected to be US\$149.4 billion, which is US\$52 billion less than 2022, but still US\$48.6 billion stronger than 2019. With economic uncertainty, cargo volumes are expected to decrease to 57.7 million tons, from a peak of 65.6 million tons in 2021. As belly capacity grows in line with the recovery in passenger markets, yields are expected to take a significant step back.

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Road ahead uncertain for air cargo: TIACA

Last year witnessed less demand and lower rates for the air cargo industry. Based on the international environment in this year, we see right now that airlines are still achieving rates 75% higher than pre-COVID levels. That indicates the glass is by far still half full, states **TIACA**.



CT Bureau

A turbulent 2022 for the global air cargo market ended in December with a 'win, win' outcome for airlines, forwarders and shippers as chargeable weight fell —8 per cent on a year ago and the general airfreight spot rate registered its largest year-on-year decline of 35 per cent, but overall average rates remained 75 per cent above the pre-COVID level, according to weekly market analysis by CLIVE Data Services, part of Xeneta.

The —8 per cent fall in global air cargo volumes represented the 10th consecutive month of lower demand,

down —13 per cent compared to 2019, at a time when available airfreight capacity continued to restore above last year's level.

"It would be easy to take a pessimistic view of the global air cargo market's downturn, but there is little to ignore where it has come from. There is little use comparing it to the same time last year because then we had no Russia-Ukraine conflict, no high energy prices, no soaring interest rates, nor the impact of the subsequent cost-of-living pressures," commented Niall van de Wouw, Chief Airfreight Officer, Xeneta.

"We wish the industry a happy New Year, but we do not see demand recovering

Global summary of the general air freight market in December 2022

Region	Dynamic load factor		
	Dec '22 <i>Abs. in %</i>	vs Dec '21 <i>Change in p.pts</i>	vs Nov '22 <i>Change in p.pts</i>
Global	57%	- 7.3%	- 2.4%
Outbound:			
Asia Pacific	68%	- 9.3%	- 2.4%
North America	52%	- 4.7%	- 1.5%
Europe	68%	- 5.2%	- 1.6%
Middle East & Central Asia	54%	- 9.0%	- 1.9%
Latin America	50%	- 16%	- 5.1%
Africa	48%	- 1.6%	- 2.0%

Source: CLIVE Data Services, now part of Xeneta

quickly because of the world's geopolitical situation. But we do expect to see supply continuing to come back to the market. We see an efficient air cargo market after 70-80 per cent fall in ocean rates in past eight-nine months. The fact the airfreight domain is competitive meant that rates did not go as crazy as we foresaw. Air cargo is much stronger than it was during the pre-pandemic, but the current direction of the market means there is some degree of good news for everyone," van de Wouw said.



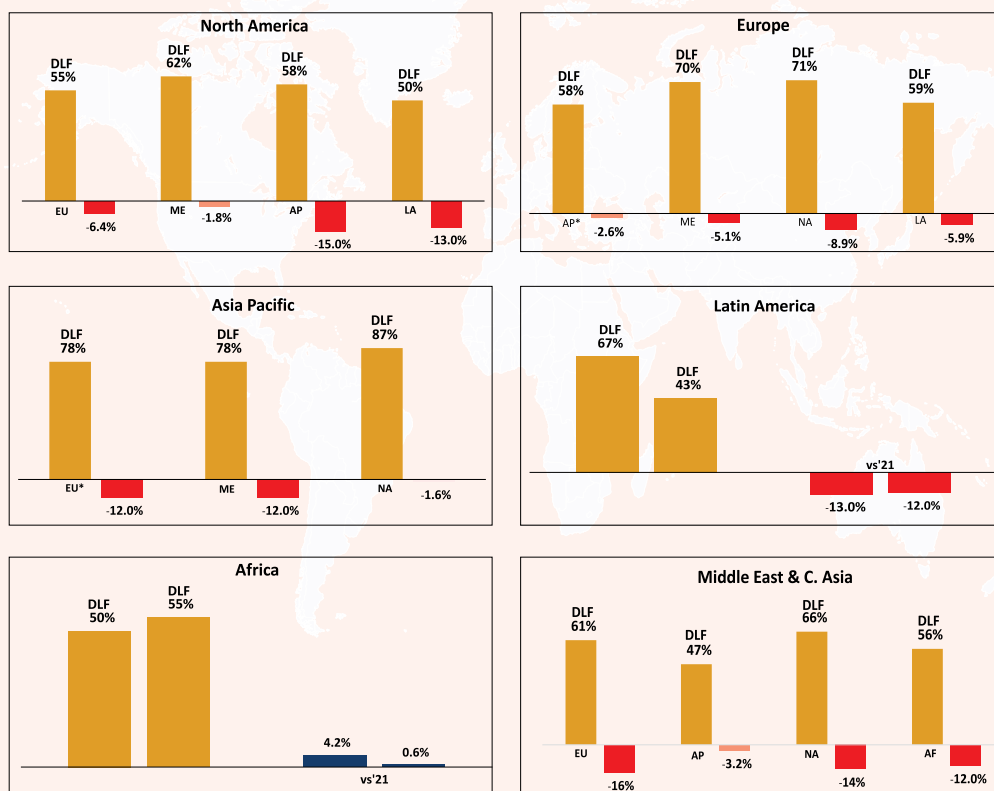
Capacity in December 2022 recovered to as much as 93 per cent of the 2019 level. CLIVE's dynamic load factor (DLF), which measures the volume and weight perspectives of cargo flown and capacity available to provide a true indication of market performance, declined by —7 per cent points year-over-year to 57 per

cent and was —5 per cent points below the figure for December 2019. So, based on the global environment we see right now, the airlines are still achieving rates 75 per cent higher than pre-COVID. That indicates the glass is still half full. If, in January 2020, you had asked airline executives if they would like to

The fact airfreight domain is competitive meant rates did not go as crazy as we foresaw

see airfreight rates across the Atlantic or from Asia Pacific 75 per cent higher, we would have heard a unanimous 'yes'. The difference now is that there is less pressure if you are a shipper, even though you are still paying more. In terms of the long-term sustainability of the air cargo supply chain, this will help, he said.

Global lane developments of the general air freight market in December 2022



Year-over-year (y-o-y) percentage points difference: >-5% <-5% <+5% >+5%

*The dynamic loadfactor and capacity analyses for these lanes also include the flights between Asia Pacific/Africa and Middle East; Notes: Dynamic load factor (DLF) is in absolute percentage and Year over year growth (YoY) is based on the change in percentage points

Source: CLIVE Data Services, now part of Xeneta

Airfreight spot rates on top volume corridors declined more sharply in December. Outbound Asia Pacific (APAC) spot rates have been falling for eight consecutive months, with spot rates from APAC to North America of US\$5.38 per kg for the final month of the year down 13 per cent since October. This represented a —58 per cent decline on a year ago, but remained 87 per cent above the 2019 level. On the APAC to Europe corridor, the average December spot rate dropped 10 per cent compared to October to US\$4.67 per kg, —46 per cent year-on-year but, again, remaining a strong 92 per cent above the pre-pandemic level.

Reducing winter flight schedules contributed to some resilience to this year's market headwinds on the Europe to North America corridor. December's airfreight spot rate stood at US\$3.25 per kg, up 7 per cent over the October level. Replicating the market trends on the other main lanes, this rate was —46 per cent vs a year ago, but still 80 per cent up on 2019. What lies ahead remains uncertain. After a strong start, the market in January 2022, 2023 may be impacted by the earlier Chinese New Year and rising concerns of rising COVID levels which, in China, are already impacting factory production. 📉

Export growth in commodity groups in December 2022

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

Commodity groups exhibiting positive growth

1	Iron Ore	54.85	156.74	185.76
2	Oil Meals	121.62	186.08	53.00
3	Electronic goods	1676.03	2295.57	36.96
4	Other cereals	144.96	169.42	16.87
5	Tea	68.64	79.60	15.97
6	Rice	898.22	1017.70	13.30
7	Tobacco	82.42	93.19	13.07
8	Ceramic products & glassware	295.11	329.54	11.67
9	Fruits & vegetables	229.86	248.32	8.03
10	Cereal preparations & miscellaneous processed items	199.76	209.55	4.90
11	RMG of all textiles	1466.22	1481.18	1.02

Commodity groups exhibiting negative growth

12	Cotton Yarn/Fabs./made-ups, handloom products etc.	1446.19	861.55	-40.43
13	Handicrafts excl. hand made carpet	195.82	123.55	-36.91
14	Mica, coal & other ores, minerals including processed minerals	538.53	375.74	-30.23
15	Carpet	165.98	118.44	-28.64
16	Petroleum products	6754.78	4937.71	-26.90
17	Plastic & linoleum	902.59	665.83	-26.23
18	Coffee	98.49	72.82	-26.06
19	Man-made yarn/fabs./made-ups etc.	515.42	386.72	-24.97
20	Oil seeds	163.64	131.67	-19.54
21	Jute Mfg. including floor covering	46.79	38.62	-17.46
22	Meat, dairy & poultry products	395.92	331.06	-16.38
23	Gems & jewellery	2997.43	2541.76	-15.20
24	Engineering goods	10307.54	9081.90	-11.89
25	Spices	309.82	289.05	-6.70
26	Cashew	39.19	36.58	-6.66
27	Organic & inorganic chemicals	2728.84	2549.93	-6.56
28	Marine products	719.72	699.05	-2.87
29	Drugs & pharmaceuticals	2304.77	2261.30	-1.89
30	Leather & leather products	404.83	398.36	-1.60

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

Import growth in commodity groups in November 2022

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

Commodity groups exhibiting positive growth

1	Pulses	189.63	300.54	58.49
2	Iron & steel	1723.01	2354.63	36.66
3	Newsprint	27.18	36.40	33.92
4	Transport equipment	2778.93	3533.01	27.14
5	Coal, coke & briquettes, etc.	2808.20	3296.10	17.37
6	Professional instrument, optical goods, etc.	513.30	601.19	17.12
7	Leather & leather products	76.12	86.54	13.69
8	Fertilisers, crude & manufactured	1712.14	1920.09	12.15
9	Pulp and waste paper	164.25	183.68	11.83
10	Machinery, electrical & non-electrical	3793.02	4140.61	9.16
11	Machine tools	361.96	393.30	8.66
12	Petroleum, crude & products	16494.59	17471.86	5.92
13	Chemical material & products	941.93	983.25	4.39
14	Wood & wood products	548.10	568.30	3.69
15	Medcnl. & pharmaceutical products	742.69	754.67	1.61
16	Vegetable oil	1807.02	1825.57	1.03
17	Textile yarn fabric, made-up articles	228.01	228.25	0.11

Commodity groups exhibiting negative growth

18	Gold	4728.81	1180.21	-75.04
19	Project goods	215.58	67.56	-68.66
20	Cotton raw & waste	52.76	17.53	-66.77
21	Sulphur & Unroasted Iron Pyrites	69.95	30.44	-56.48
22	Silver	264.73	167.94	-36.56
23	Dyeing/tanning/colouring materials	400.87	307.72	-23.24
24	Organic & inorganic chemicals	3243.05	2580.42	-20.43
25	Fruits & vegetables	305.59	247.23	-19.10
26	Artificial resins, plastic materials, etc.	1973.84	1683.64	-14.70
27	Pearls, precious & semi-precious stones	2891.16	2492.46	-13.79
28	Metaliferrous ores & other minerals	857.20	746.61	-12.90
29	Electronic goods	6462.22	6333.35	-1.99
30	Non-ferrous metals	1709.46	1678.49	-1.81

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

'India needs dedicated freighters, superior infra'

Every airport will see huge investment in terms of capacity enhancement. Focus is on developing infrastructure. Now the industry should work towards achieving 10 million tonnes by 2030, says **Ramesh Mamidala, CEO, Adani Airports**. India must have its own dedicated freighters to utilize capacity fully and embrace 100 per cent digitalisation, he adds.



Ritika Arora Bhola

How are things shaping up for the air cargo industry after COVID cases reduced? Where do you see the growth chart moving ahead?

During the pandemic, we were not sure as to when the industry would recover. The year 2020 was quite hard for the air cargo industry. We had made our own assumptions for different airports across the country. But most airports had started recording growth and recovered early 2022. Some of the airports of the country had in fact recovered pre-pandemic levels and went beyond the pre-pandemic levels. I think the operations did not get disrupted much at the Indian domestic airports.



Ramesh Mamidala
CEO
Adani Airports

At the same time, international cargo recovery has been a bit slow for multiple reasons. One of the main reasons is the global policies formed during the pandemic related to the aircraft and charters operations. They were not fully operational. Also, European regions, and Middle East have still not completely recovered. They have not gone back to the earlier schedules, resulting 70-80 per cent capacity loss.

During COVID, we saw the emergence of converted freighters, which assisted in movement of goods, especially

pharmaceuticals and perishables across the world. But there have been a lot of constraints—under-utilized capacity, unskilled manpower and inadequate infrastructure.

Some small airports across the world are still suffering because of a lack of better freighter capacity, lack of full recovery of global tax operations and change of aircraft from white body to narrowbody. Levy of GST on exports announced by the government from 1 October also impacted perishable business even further. In the middle of this, the



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long-term prospect of air cargo is still positive. Personally, I am quite bullish about growth of air cargo. With the kind of developments taking place, we will be able to achieve the 10-million target set by the government by 2030. and we should focus on it now.

What are the crucial areas of concern?

I feel few policy changes are required from the private sector as well as government. The air cargo associations have been lobbying for those policy changes and if the policy adjustments happen, our own Indian carriers will recover and bring back capacity back to the market. Freight rates fortunately are adjusting to the right side. Infrastructural development is also happening across major airports, but there is scope for more. There has been integration of IT Systems, such as ACCS.

I think the two biggest risks for the growth of the air cargo in India, one is the open skies policy related constraints and GST. Air cargo industry globally has suffered a lot especially during the pandemic. The crisis had a huge impact on the cargo volumes. But now the industry is moving towards growth. We should focus on the MoCA's vision to achieve 10 million tons of cargo by 2030. Also, some policy changes are required and there are various air cargo associations that have been lobbying for these policy changes. Indian carriers have been witnessing recovery now in the post-pandemic times and working on bringing back capacity.

Freight rates are adjusting now. Airport infrastructure also needs to be developed, especially in remote areas. Tech integration is happening with ULIP and Air Cargo Community System (ACCS) at a fast pace so that's a good sign. The two biggest risks for the growth of air cargo in India presently are—constraints related to the open skies policy and levy of GST on export freight. GST will unnecessarily put pressure on the exporters, in terms of cashflows and impact EODB.



The two risks for the growth of air cargo in India presently are—constraints related to the open skies policy and levy of GST on export freight

How would you rate infra in India today for cargo handling, transportation, and storage?

I think we need to plan to achieve 10 million tons target by 2030. We have over five million tons capacity in the airports' stations which needs to develop quickly. So, the handling capacity is not enough. Now, the 2030 milestone of 10 million tons is a challenge, lot of work is required to build another five million tons capacity across the country in about six to seven years' time.

In terms of infrastructure development, we have done so much, and have so much to do. We need to quickly what is required to facilitate cargo movement and to enhance multimodal connectivity consolidation. Distribution centres help. Internationally, distribution centres are coming up in a big way, which should happen in India also.

Do you think India has the right skillset to adopt and understand advanced technology?

Industry has embraced technology fully. But there are many Medium, Small and Micro Enterprises (MSMEs), which have not yet fully adopted technology because of the cost element. We must have the manpower to understand that kind of technology. Almost every major Indian airport has adopted Air Cargo Community Systems to provide basic freight forwarding functions. People need to realize they need to buy the platform for improving efficiency and cost-effectiveness of your operations. Right investments will lead to right

results and increased productivity. I think that is the solution and the solutions are now available in the market.

Do you think India needs more freighters to fully utilise the capacity and ferry cargo lying in remote areas?

The government and the private players are working on many areas of the airport development. Every airport will see massive investment in terms of capacity enhancement with tax and cargo. Focus is on developing infra and I am quite bullish in terms of the growth of these airports. Industry's plan is to double the capacity of the airports from the current levels to the capacity that is likely to happen in the next four months. India should have its own dedicated freighters.

Freighters we need for both international and domestic trade to bring the perishables to some consolidation place or the place of exports. But price remains to be a main concern. There should be some incentive given to the operator to recover his or her cost because he or she will not be able to recover if he or she must compete in the market. We will be asking government to introduce some incentive until there is enough market, then other products can possibly subsidize perishables. The operators not only recover their costs, but will also be able to make profit. So, freighter operations should be supported in this kind of scale for a period. I am not saying forever, maybe for four or five years until stakeholders can stand the risk. 🐦

FACTFILE

→ Adani Airports need global and domestic freighters to bring perishables to the place of exports.

→ But price remains to be a concern. There should be some incentive given to the operator.

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Allcargo geared up for new warehousing demand

In keeping with its stance of being a proactive and responsible citizen, and taking an approach to ESG, Allcargo Group has built its Grade-A warehouses and logistics parks to minimize energy consumption and conserve resources. This development will be carried out through Transindia Realty, set up due to demerger of Allcargo Logistics.

Of late, India's logistics parks and warehousing sector is witnessing a tremendous upswing in demand. This growth is not only restricted to metros, but also encompasses many tier II and III towns. It has brought to the fore several industrial clusters and consumption centres that are integral for seamless movement of goods and products across India.

In a vantage position to leverage this are logistics players such as Allcargo Group that have achieved progress in construction, operation, and management of Grade-A warehouses and logistics parks across the country. CREDAI and Anarock reports indicate India's demand for Grade-A warehousing is estimated to touch 223 million sq. ft. in the next three years. Currently, the total Grade-A warehousing area leased in the top seven cities of India is 160 million sq. ft. According

Allcargo Group provides direct and indirect jobs to 5,000 individuals through its facility at Malur, Bengaluru. It provides jobs to women (20% of the workforce) across its locations

FACTFILE

- Warehousing transactions in eight primary markets may grow at a CAGR of 19% over FY21-26.
- Backed by governance and leadership, NLP and PMGS aspire to take logistics to the next level.

to a study conducted by Knight & Frank, the warehousing transactions across eight primary markets—NCR, Mumbai, Pune, Bengaluru, Chennai, Hyderabad, Kolkata, and Ahmedabad—may grow at a CAGR of 19 per cent over FY21-26. Warehousing and effective supply chain management will play a key role in helping India reach its goal of becoming a US\$5 trillion economy.

It is here that Allcargo Group has the potential to drive progress, not only with world-class warehousing facilities, but also with their expertise across diverse other logistics verticals, including international supply chain, express distribution, CFS-ICD, contract logistics and the like to provide integrated and customized solutions. Having leased over five million sq. ft. of Grade-A warehouses to marquee customers across India in just the past few years, the logistics giant is already

looking at an upcoming 8 million sq. ft. of warehouses and logistics parks spread across Gurugram, Mumbai, Bengaluru, Hosur, Hyderabad, Kolkata, Patna, Lucknow, among others.

With continued policy support from the government, which includes infra status to the logistics sector, permitting 100 per cent FDI in warehousing and storage, and implementation of GST, the sector has attracted decent investments. Allcargo Group too, has acquired 300 acres of land to expand its nationwide warehousing footprint. This development of Grade-A warehouses and logistics parks would be carried out through its group company, Transindia Realty, set up because of the demerger of Allcargo Logistics.

The growth in warehousing will be spearheaded by 3PL players, followed



by e-commerce, manufacturing, automotive, and consumer electronics. Adept in catering to logistics requirements of all these sectors, Allcargo Group, has invested in build-to-suit logistics parks that offer connectivity to industrial hubs and transport routes in compliance with global engineering and construction standards.

With fully and semi-automated solutions that enhance human capital with technology, and flexible business models of dedicated or shared user solutions for warehousing and transportation, logistics major is indeed a transforming the sector.

Be it the facility at Farrukhnagar, Haryana, which links to all major

NHs, or those in Pune, Nagpur, and Mumbai, that minimize transit times and offer line-haul movements without congestions, each one is equipped with a host of services that customers would require. RCC roads, 24x7 power and water supply, public transport connectivity, security, weighbridge, streetlights, dormitory and play area, medical centres, parking, are few of the many amenities that enable safe and seamless cargo movements and storage for customers.

Today, the conversations around green warehousing and sustainable logistics are getting stronger by the day. Customers, investors, regulators, and multiple stakeholders are monitoring and seeking clarifications on the environmental impact of logistics activities. In keeping with its stance of always being a proactive and responsible citizen, and taking an approach to ESG, Allcargo Group has built its Grade-A warehouses and logistics parks to minimize energy consumption and conserve resources. Solar panels for green energy have been set up at Farrukhnagar and Malur, and rainwater charging pits, wastewater management among others to help conserve water and use it judiciously.

In addition to the benefits of such facilities for business and economy, what cannot be denied is the impact they have on social welfare and lives of communities in and around the vicinity. Allcargo Group, for example, provides direct and indirect jobs to 5,000 individuals, just through its facility at Malur, Bengaluru. The group provides employment to women (20 per cent of the workforce) across its different locations, thus enabling their empowerment and well-being.

Bearing testimony to Allcargo Group's strides in the warehousing and logistics parks sector are the Platinum Rating by Indian Green Building Council for its warehouse at Malur and recent recognition of its facility at Jhajjar being awarded as the 'Best Industrial & Logistics Park of 2022' at the Realty Conclave and Excellence Awards 2022 (North).

Backed by strong governance and leadership, along with a relentless focus on lending support to initiatives such as NLP and PMGS that aspire to take the global competitiveness of India's logistics sector to the next level, market leaders like Allcargo Group set an example for the industry.





Capitalize on capacity to become global cargo hub

As things are going back to normalcy, the main concern is to remain the most preferred mode of transportation. The industry is witnessing more capacity in passenger aircraft, post pandemic, says **Ashish Asaf, Group Managing Director, S.A Consultants & Forwarders.**



CT Bureau

What is your vision 2030 for global air cargo sector. What are going to be the key growth drivers of air cargo in 2022 and beyond?

Moving towards the decarbonization air transport sector shall be the priority as we track towards 2030, hence capacity disruptions and cost increases are bound to happen during this period. Hence there could be an extra demand for space, while older aircrafts and engines go for scrapping or an engine refit to meet the goals related to emission reduction.

Air freight demand will be offset by the near and medium-term challenges

FACTFILE

→ Air cargo has proven itself as the only surviving mode of transport.

→ The industry is witnessing more capacity in passenger aircraft, post COVID.

posed by a host of challenges like inflation, reduced purchasing power, consumption patterns and as well the geopolitical issues in Europe. During this time probable incremental volumes can arise due to increase in the e-commerce segment from certain Southeast Asian countries as well from the probable disruptions in the ocean freight due to port congestion or lockdowns.

What are the crucial areas of concern now?

The air cargo sector has shown resilience, adaptability, and strength; many innovations took place, and several commodities were added in the air cargo basket which were being transported by ocean earlier. India stood

tall in producing and exporting the vaccine and air cargo industry played the role of pandemic frontline warrior. Many lessons were learnt; when almost all the supply chains got disrupted, air cargo has proven itself as the only surviving mode of transport.

However, as things are going back to the normal pace, the main concern is to remain the most preferred mode of transportation. The industry is witnessing more capacity in passenger aircraft, post COVID. Even the e-commerce demand has declined from the airfreight perspective. It seems like golden period is coming to an end; there is no demand and is expected to remain slow for another one and a half years.



Apart from a leading forwarder status and offering competitive pricing, what is that one thing which makes your different from others?

We call ourselves as India's leading neutral wholesale freight forwarder. We believe in growing together and aim to empower emerging airfreight forwarders by proposing them competitive prices and pan-India presence. This would possibly help developing innovative business models that will improve customer experience and operational efficiencies. We provide services exclusively to freight forwarders, custom brokers, courier agents and food product exporters. We maintain zero interest in value unit (cargo) with an aim to protect

our customers and not compete against them. By maintaining zero interest in the value unit, we are giving access to great rates and services and no risk of 'back selling' which means we are not a threat to any freight forwarder.

Take us through the services and offerings of S A Group?

We can proudly say that our two-decade old company is country's leading neutral wholesale freight forwarder. We move everything. There is no such commodity that we do not move across the world, be it pharmaceuticals, live animals, perishables, dangerous goods, apparel, handicrafts, automobile parts, general cargo, among others. We are India's leading neutral wholesale airfreight forwarding company facilitating shipments via air and offering tailor-made packages for one's forwarding needs.

Once your cargo is in our hands, all the documentation is being done by us. Our experienced professionals have the requisite skills to offer seamless custom clearance process right from verifying the documents to handing over the shipment to airline.

Under our air cargo charter service, we facilitate the shipment of heavy and outsize items that cannot be loaded onto scheduled services and requires critical precision to propose the most suitable solution. From small jets to large freighters, we have an infrastructure to



Ashish Asaf
CEO
S.A Consultants & Forwarders

Many lessons were learnt during pandemic; when almost all the supply chains got disrupted, air cargo has proven itself as the only surviving mode of transport

send any outsize cargo anywhere in the world and within the deadline. We are providing tailor-made solutions to all over dimensional cargo requirements.

Last but not the least, we also offer air export consolidation service to various destinations. Taking advantage of reduced rates, adequate capacity, and reliable schedules, we enable our clients to plan their consolidated shipments accurately. Individual consignments can get assembled at our origin warehouse and built onto aircraft units. We ensure that consolidated airfreight consignments are handled safely and loaded securely, to avoid the risk of damage or loss. We are now exclusive partner of Aero Africa for air export consolidation and now able to offer neutral scheduled consolidation with competitive rates from seven India gateways to Johannesburg, South Africa. The services include capacity for dangerous goods, pharmaceuticals, and perishables from BOM, DEL, BLR, MAA, CCU, HYD and AMD with simplified airport-to-airport and airport-to-door services.

Would you like to share the company's short-term or long-term goals?

We aim to become country's wholesale partner of choice. And to achieve this, we are continuously expanding our network. Over the years, we have built a strong relationship with air cargo carriers with whom we are serving one's forwarding need across the world at any point of time. 🐦



Consumer demand a growth driver in APAC

India, as an investment and trade destination, has potential in APAC region, says **Coen van der Maarel, MD, Kuehne+Nagel India, Sri Lanka, and the Maldives**. Its evolving logistics ecosystem and focus on digitization, govt policies, and business competitiveness can transform India into international trade and investment hub.



Ritika Arora Bhola

Kuehne+Nagel has flown its first Boeing 747-8F as part of the long-term charter pact with Atlas Air Inc. Please elaborate?

At Kuehne+Nagel, we follow an asset-light model and do not own an aircraft fleet. Working with our carrier partners, we have established a robust capacity network. This year, it was expanded further as we chartered the capacity of the past two 747-8Fs from their delivery by Boeing. The aircraft will be operated by Atlas Air, exclusively for Kuehne+Nagel and its customers. The new Boeing 747-8F accentuates the firm's commitment to providing reliable solutions to its customers worldwide. In addition to transpacific routings, the new service will be linked to the intra-



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

Asian network, providing customers with improved connectivity dependable service, shorter transit times, and reduced risks within the growing APAC region. The Boeing 747-8F plays a vital role in global air freight, thanks to advanced technology that allows for lower fuel consumption, increased capacity, and a unique nose-loading capability. Thanks to its advanced design and engines, the 747-8F offers a 16 per cent improvement in fuel use and CO₂ emissions per tonne, as well as a 30 per cent lower noise footprint than the previous generation.

Throw light on new routes, destinations covered, and cargo that will be ferried?

To support customers with long-term planning and high-quality service, we

added strategic weekly charter flights on our new Boeing 747-8F "Inspire." There are three rotations per week departing Wednesday, Friday, and Sunday with the following routings:

- ORD-ICN-HAN-HKG-ORD
- ORD-ICN-HKG-DFW-ORD.

With Kuehne+Nagel-controlled operations, customers benefit from highly reliable service, reduced risk of cargo loss or damage, shorter transit times vs commercial flights, and full flexibility globally.

How do you see APAC become a global cargo market?

Asia has been the heart of world trade and Intra-Asia trade accounts for over 1/3 of the volume now and has the potential to grow substantially. We have



confidence when such a good solution coupled with Intra-Asia connectivity can create value to our customers in Asia. Like any other industry, the growth driver is strong consumer demand. The surge in demand was evident in the post-pandemic era when there were signs of a shift in the pattern of consumer spending across the world. Economic growth, increasing consumption, and the growth of various businesses and MSMEs are likely to influence increased movement of air cargo across Indian airports. As economic activities pick up, the air freight movement will lead to higher growth turning APAC into a global cargo market.



How do you think of India as an investment and trade destination?

India, as an investment and trade destination, has potential in the APAC. As businesses recover from the pandemic slump, India's evolving logistics ecosystem is focusing on digitization, government policies, and business competitiveness in terms of cost and operations has created the required landscape for India to become a global trade and investment hub. Our air freight solutions include fully integrated systems and procedures, data-driven insights, and cutting-edge technological advancements. We provide specialized charter options through our air freight services to give

urgent shipments the priority they require. Our air freight shipments are organized and measured in accordance with Cargo IQ norms. We offer Full Truck Load (FTL) and LTL shipping services, integrating a digital trucking ecosystem to streamline routine road logistics ops. Businesses can manage their fleet of truck vendors and increase the effectiveness of their supply chain with the help of our eTrucknow Road Logistics Private Cloud Solution.

How vital has it become for logistics firms to design the future supply chains?

India's supply chain industry has a bright future ahead as tremendous growth is anticipated and past disruptions are estimated to settle. The logistics sector, which includes supply chain and operations, may expand at a CAGR of 10 per cent, increasing from US\$200 billion in 2020 to US\$320 billion in 2025. In a Supply Chain 4.0 world, 'smart factories' are forecast, which will use technology such as real-time analytics, automation, and other concepts to make the process easier and outcomes more profitable. The firms will be able to complete tasks quickly and maximize business potential by integrating AI and ML resulting in increased operational efficiency. Excellent data accuracy and value-added services are being provided by technological integration of business processes, translating into rich customer experiences.

Economic growth, rising consumption, and growth of MSMEs are likely to influence increased movement of air cargo across Indian airports

Logistics is drifting towards sustainability and how does your organization contribute toward it?

The industry has a responsibility to safeguard the environment. Sustainability is the foundation of everything we do. For Kuehne+Nagel India, we have launched green initiatives such as tree planting, subsidizing the use of biogas stoves, and investing in electric vehicles for our local movement of goods. When it comes to office and warehouse space, we choose more sustainable options. Our main office in New Delhi uses solar panels and energy-efficient double glass to reduce solar gain. In terms of challenges in setting up goals for carbon neutrality, there are factors businesses must consider before developing strategies for a reduced carbon footprint.

What are the takeaways from 2022 and how do you see yourself growing in 2023?

We are planning to expand our footprint to tier II and III cities where we want to make sure that we ensure customer proximity to large companies, SMEs, and start-ups in India. We want to expand our logistics presence and invest in additional solutions there. We will invest in the training manpower. The market is experiencing lot of volatility, and we foresee the situation will persist in 2023 also. We will ensure we embrace such challenges, stay close to our customers, and continue to add value. 🐦

FACTFILE

- ➔ Boeing 747-8F's advanced technology allows for lower fuel consumption.
- ➔ As businesses recover from COVID, India's logistics ecosystem is focusing on digitization.





Cargo 'grows' hand in hand with aviation

Associated Chambers of Commerce and Industry of India (ASSOCHAM) organised the 14th International Civil Aviation Conference and Awards in New Delhi recently. Jyotiraditya M. Scindia, Hon'ble Union Minister of Civil Aviation, was the chief guest. P.K. Thakur, DDG, also took part in the occasion. Several aviation and air cargo professionals attended.





Utilize tech to enhance supply chain efficiency

Streamlined supply chain, which helps businesses look beyond tactical order fulfilment and gain a better understanding of future customer needs, can boost sales quickly by delivering the right products at the right time. Today's decisions about goods and services can have a huge impact on costs, capital availability, and product flows.

The COVID-related limitations in China, ripple effects of the Russia-Ukraine conflict, global chip shortage, and difficulties faced by the companies, all contributed to the most significant overhaul of supply chains in India in the past 20 years. In digitizing a supply chain there is more visibility to detect and minimize threats and integrate planning to create resilient logistics infrastructure.

COST EFFECTIVENESS OF SUPPLY CHAIN

A technology-enabled supply chain can reduce costs by accelerating the smooth movement of materials from suppliers to the plant. A streamlined supply chain, which helps businesses look beyond tactical order fulfillment and gain a better understanding of

A streamlined supply chain can boost sales by delivering the right products at the right time

future customer needs can boost sales quickly by delivering the right products at the right time, resulting in overstocks. According to Ernst & Young, 50–75 per cent of costs are directly influenced by the supply chain, with a digital supply chain system, enterprises can examine their end-to-end value chains and



identify levers to improve costs and controls in real-time.

SOLUTIONS TO TACKLE UNCERTAINTIES

According to a report by Gartner, by 2026 more than 75 per cent of commercial supply chain management application vendors will deliver embedded advanced analytics (AA), Artificial Intelligence, and data science for improved decision-making. To meet the ever-evolving needs of supply chain industry, businesses can use new tools to help drive accurate decision-making and forecasting by leveraging integrated Artificial Learning and Machine Learning. With connected planning solutions, supply chain players enhance their efficiency, increase the accuracy of their plans, and foster confident decision-making.

- Supply chain directors may have line-of-sight visibility into every asset, resource, risk, and change across the supply chain with statistical forecasting and integrated algorithms
- Shift decisions from reactive to proactive, anticipating the right moves

to optimize revenue, cost, and profit

- Course corrections can be made possible by creating center-to-edge alignment and switching whole networks in a few days, while staying ahead of demand fluctuations and meeting delivery goals
- With interactive supply-demand balancing, supply chain expenses can be viewed and managed using P&L modelling across supply chain networks

TECHNOLOGY FOR COMPETITIVE EDGE

A successful supply chain leader of the future must be tech-savvy in this fast-evolving digital era. They must combine technical and business knowledge with communication skills in order to pave the way for a transformative future. Because the supply chain initiatives cause cross business units, the ability to influence department leaders, who collaborate with the supply chain is critical, as is the ability to interact intelligently with leaders across the organization.

As economic volatility increases, supply chain leaders must adopt end-to-end

digitization for real-time insights, increased visibility, and transparency for efficient decision-making.

Adopting tech and viewing it as imperative are a must for supply chain management to remain competitive. Today's decisions about goods and services can have a big impact on costs, capital availability, and product flows, thus tech aid is essential in every phase of the supply chain process. As it requires details to forecast, plan, and synchronize the activities, the planning stage in supply chain management is the step of the supply chain process that consumes the most data. With the tech adoption, decision-making will be improved to fuel the expansion of digital supply chains in near future.



Anjan Kalyani
Country Head & Area Vice President
India at Anaplan

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

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ADANI ENTERPRISES pact for hydrogen fuel electric trucks

Adani Enterprises signed a pact to launch a pilot project to develop a hydrogen fuel cell electric truck (FCET) for mining logistics and transportation with Ashok Leyland, India, and Ballard Power, Canada. "This collaboration marks Asia's first planned hydrogen powered



mining truck. The demonstration project will be led by AEL, a company focused on both mining operations and developing green hydrogen projects for sourcing, transporting, and building out hydrogen refuelling infrastructure," the company stated in a press statement.

TT AVIATION adds Kolkata to export bonded trucking

TT Aviation, which started operations from 2010 in Customs Bonded Trucking domain, has added Kolkata (CCU) in their network and got the necessary Customs approvals to start Export Bonded Trucking from Kolkata WEF Jan'23. In H2 2022, Kolkata was used for import-bonded trucking destination and offloaded more than 150 trucks. Kolkata is the ninth station in the network after MAA, HYD, BLR, COK, CJB, BOM, DEL and AMD, which is capable for import as well as export bonded trucking activities. With this addition, the freight connectivity from Kolkata has been widened for the trade and it will connect Kolkata to all major metro/non-metro air cargo terminals between 72-120 hours.



DHL opens new e-commerce fulfilment center in Luhari

DHL Supply Chain recently opened an e-commerce Fulfilment Centre at Luhari, India, for Adidas. Spread across 200,000 sq. ft., the 24x7 operation has a storage capacity of over three million units and meets stringent global standards of health and safety. This site



is in addition to the Adidas Central Distribution Centre, with a footprint of 300,000 sq. ft. in Luhari. Operated by DHL Supply Chain, this site caters to retail and institutional customers. The facility consolidates two of Adidas sites, which will cater to the growing e-commerce sector with greater efficiencies.

MOFS freight rates stay elevated amid robust demand

According to Motilal Oswal Financial Services (MOFS), logistics activity improved in December 2022, with daily average e-way bill generations rising 1% MoM. The fleet utilization level stood at 80-85% during the month. Daily average FASTag toll collections jumped 3% MoM in Dec' 22. EXIM container volumes handled by Indian Railways increased 6% YoY, with the market share of Indian Railways in EXIM containers rising to 36% as of Dec'22 from 33% in Dec'21. Overall, the container volumes handled at ports decreased 3% YoY. Volumes handled at major ports rose 10% YoY to 69.5mmt. Iron Ore/Fertilizer/Coal/ POL reported growth of 35%/11%/39%/5% YoY in Dec'22. Diesel consumption improved to 8.3m tonnes in Dec'22. Daily average e-way bill generations up 1% MoM; daily average toll collections up 3% MoM in Dec'22. Daily average e-way bill generation rose 1% MoM and clocked 2.7m/day in Dec'22. The daily average FASTag toll collection improved 3% MoM to ₹1.59b/day.



SVSC invests ₹200 cr to build facility for D2C by 2026

Stellar Value Chain Solutions Pvt. Ltd. (SVSC) is planning to invest ₹200 crores over the next three-four years to build modern, tech-enabled fulfilment centres, exclusively for D2C brands. The company has plans to scale up the cumulative D2C fulfilment space to seven million sq. ft. in Mumbai, Delhi, Bengaluru, Chennai, Hyderabad, and Kolkata by 2026. The D2C fulfilment centres will be located at strategic locations and will cater to all sectors, with key focus on electronics, fashion, FMCG, and home décor. SVSC is looking at onboarding 20 D2C brands as its initial pool of D2C clients. These centres will be equipped with advanced technologies that will empower the D2C brands with new-age supply chain solutions.

AMAZON AIR partners with Quikjet to boost freighter services



Amazon has set up a dedicated freighter service arrangement with the Bengaluru-based all-cargo airline Quikjet in a bid to scale-up its network reach and delivery speed in India. Quikjet secured its air operator certificate (AOC) a few months ago and has a fleet of two converted 737-800Fs, according to reports. The cargo airline will further provide a dedicated 737 freighter, with a payload of 23 tons, for the Amazon's India deliveries, and industry sources said that it would fly under Amazon's Prime Air brand. Quikjet, founded in 2007 as a neutral cargo airline, is part of the Irish airline and leasing group ASL Aviation. It is also supported by a few strategic Indian investors, including Tata Capital.

DELHIVERY extends tie-up for end-to-end supply chain solutions

Delhivery has extended its partnership with the Good Glamm Group Delhivery to implement end-to-end supply chain solutions. The latter has also customized its services to complement the brand's growth. Starting from express parcel services, the group leverages the full suite of supply chain solutions, including warehousing and transportation across part and full truckload freight. For example, Delhivery and the group identified improvement areas in both networks to implement tailored supply chain solutions, which improved the order-to-delivery time by 24 hours in more than 500 cities.



SCR BZA division gets contract to develop Gati Shakti terminal

The Vijayawada division of the South Central Railway (SCR) has been awarded the first-ever contract through e-tendering to develop the new Gati Shakti Cargo Terminal



on railway land at Bikkavolu. M/s. Grasim Industries Ltd., will construct it at an estimated ₹15.24 crores. The SCR shall retain a revenue share of 15 per cent in Terminal Charges and Terminal Access Charges for a period of 35 years after completion of the cargo terminal.

Experiencing good times!

Amrit SeaAir Express Pvt. Ltd. held Lohri celebrations recently at The Umrao in Gurugram. Satnam Singh Sodhi, Managing Director and Amrinder Singh Sodhi hosted the event. Various stakeholders attended.



BAMBOO AIRWAYS cargo airline plans operations in APAC

Vietnamese airline, Bamboo Airways, has launched cargo carrier, Bamboo Airways Cargo JSC (BAC). "This is the airline's latest movement in the overall strategy to build an aviation ecosystem, develop Bamboo Airways' member companies, and create



favorable conditions for the airline to thrive in the coming time." However, the launch comes at a difficult time for the industry, which faces reduced demand for the first time since the pandemic, against increased capacity. The change in market conditions led Vietnam's IPP Air Cargo to abandon its launch plans, apparently due to concerns about weakening demand for air cargo and an uncertain economic outlook.

KUEHNE+NAGEL B747-8F transports Rolls Royce engine

Kuehne+Nagel (K+N) has completed its first engine shipment using its Boeing 747-8F aircraft. The team in Chicago transported a nine-tonne Rolls Royce aircraft engine onto its B747-8F aircraft-Inspire—from Chicago to Hong Kong. It took four people, three pieces of machinery and one hour to load the engine into the aircraft. It has been put into operation as part of the long-term charter agreement with Atlas Air, which sees K+N chartering the entire capacity of two B747-8Fs. The two B747s are the last of the jumbo jets that will be built by Boeing. K+N said the aircraft would be utilized on transpacific services and linked to its intra-Asia network to provide better connectivity in the growing APAC.



DHL air cargo demand declines, inflation likely to ease

DHL Global Forwarding's December 2022 'Air-freight State of the Industry' report indicated a fraught operating landscape, but the outlook is not entirely gloomy. Following November's low volumes, demand continued to remain reduced on most trade lanes and is likely to con-



tinue into 2023. DHL said that e-commerce shipments added "negligible growth" to global volumes at the year-end. The company stated, "Any expected volume increase is likely to occur ex-APAC prior to Lunar New Year." Reduced ocean freight rates are seeing shippers turn from air to sea shipments, it added.

NAC transports oversized cargo in two B747-400Fs



National Air Cargo (NAC) is opening business avenues for oversized cargo with the addition of its first freighter and is in discussion with Airbus about chartering Beluga, the mega transporter. Orlando, Florida-based subsidiary NAC will begin utilizing two factory-built Boeing 747-400s, increasing the carrier's fleet to 10 aircraft, including two for passenger charter. The newly purchased assets have a nose cone that flips open for ramp-loading of long, bulky items such as helicopters and trucks that cannot fit through a traditional side cargo door. The six 747-400s in NAC's fleet do not have nose-loading capability. The company is exploring options for chartering the Beluga that Airbus made available to companies with special shipping requirements, stated reports.



FFAF CARGO expands ops in Asia, launches Indian subsidiary

Canadian freight forwarder, FFAF Cargo, is expanding in Asia following the launch of a subsidiary in India in the last quarter of 2022. FFAF Logistics India has been launched as India continues to develop in diverse industries, stated FFAF Cargo, a subsidiary of Flying Fresh Air Freight. The FFAF Cargo stated services in the Indian market consist of airfreight, ocean freight, surface logistics, warehousing, project handling and customs brokerage service with control tower support. The industry focuses will include perishable & cold chain solutions, aerospace, automotive, pharmaceutical, retail, electronics, high technology, and manufacturing and other sectors, Brendan Harnett, Group Chairman, said.

WORLDACD DATA global air cargo tonnages declined in December

Global air cargo tonnages have dropped strongly, during this holiday season. However, despite the weakening trend in air cargo tonnages, this year's decline at the beginning of the holiday season is smaller than last year, indicate WorldACD Market Data. "Figures for week 51 (19 to 25 December) show an overall drop of —11 per cent in worldwide flown tonnages compared with the previous week. The decrease in overall chargeable weight is normal for this time of the year as the holiday period begins, with this year's drop smaller than last year (—14 per cent) when comparing week 51 to week 50. The average rates declined in week 51 by —2 per cent compared to the previous week, which is steeper than during the same period last year and a continuation of the sliding rate levels that we have witnessed since the beginning of the month. Comparing weeks 50 and 51 with the preceding two weeks (2Wo2W), tonnages decreased —7 per cent below their combined total in weeks 48 and 49.



RÖHLIG LOGISTICS expands global footprint to boost cargo ops

Röhlig Logistics has expanded its global network with the opening of the new subsidiary at this strategically important location, Brazil, Röhlig Logistics now has 13 own branches operating in Latin America. "As the largest Latin American economy, Brazil offers enormous growth potential. This is especially true for the metropolis of São Paulo, which is one of the most populous cities in the world and has emerged as the country's major economic powerhouse", said Ulrike Baum, Chief Human Resource Officer, and member of the Global Executive Board at Röhlig Logistics. While the logistics solutions provider has now entered the Brazilian market under its own name, it has been operating in the country for more than 30 years.

AERCAP HOLDINGS delivers first of six Airbus A330-900neos



AerCap Holdings N.V. has recently announced the delivery of the first of its six new Airbus A330-900neo aircraft to German leisure carrier, Condor, stated a release. The remaining aircraft are scheduled to be delivered in the summer of 2023 through 2024. "We are delighted to announce the delivery of the first of six new Airbus A330-900neos to Condor, and to see the aircraft painted in their new striped livery design," said Peter Anderson, CCO, AerCap.

ETIHAD CARGO latest to boost China cargo capacity

Etihaad Cargo is the latest to add extra capacity to the China market with extra freighter and passenger flights to Shanghai. The new Abu Dhabi-Shanghai B777 freighter flight begins on February 2 and will operate weekly. This means Etihad will offer eight freighters between the two locations. An extra passenger flight to Shanghai be launched in the same week and bring the airline's total passenger flights between Abu Dhabi and China to five per week. The flights will hike total cargo capacity out of Shanghai to 850 tons per week, said Martin Drew, Senior VP, Global Sales and Cargo, Etihad Aviation Group. He said this freighter service between Etihad Cargo's Abu Dhabi hub and Shanghai will enable Etihad to meet customers' needs.



AEROLINEAS ARGENTINAS to get freighters 1st time in '23

Argentina-based airline, Aerolineas Argentinas, will acquire freighters for the first time this year. The government-owned airline posted in a LinkedIn post on December 30 that it plans to add two B737-800 freighters soon. "We are going to incorporate two B737-800s to carry Argentine and regional



products," stated the company. The Buenos Aires-based carrier said the two aircraft are due to arrive in the fleet in the first quarter of 2023, reports Air Cargo News sister title Flight Global, and are part of a deal with Mirgor Group, a local company that produces electronics and automotive components, and exports agricultural products.

FEBRUARY

► Break Bulk, Heavylift & Project Forwarding

Date: 8-9 February 2023
Venue: Bombay Exhibition Centre (BEC), Mumbai
Timings: 9:00 am-6:00 pm

► Future of Warehousing Summit

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

MARCH

► ET Retail Supply Chain Summit

Date: 2 March 2023
Venue: Hotel Sahara Star, Mumbai
Timings: 10:00 am-5:00 pm

► Future of Logistics & Supply Chain Summit

Date: 15 March 2023
Venue: Le Meridien, New Delhi
Timings: 9:00 am-6:00 pm

► Transport India Expo

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

APRIL

► World Cargo Symposium

Date: 25-27 April 2023
Venue: Istanbul, Türkiye
Timings: 10:00 am onwards



MAY

► India Logistics and Warehousing Ecosystem Summit & Awards

Date: 13 May 2023
Venue: Courtyard by Marriott Mumbai International Airport, Mumbai
Timings: 9:00 am-6:00 pm

JUNE

► Warehouse & Supply Chain Leadership Awards

Date: 2 June 2023
Venue: Holiday Inn Mumbai International Airport, Mumbai
Timings: 9:00 am-6:00 pm

SEPTEMBER

► Food Logistics India

Date: 7-9 September 2023
Venue: Bombay Exhibition Centre (BEC), Mumbai
Timings: 10:00 am-6:00 pm

► Transport Logistic and Air Cargo Southeast Asia

Date: 13-15 September 2023
Venue: Marina Bay Sands
Timings: 10:00 am onwards

► Express Logistics & Supply Chain Conclave

Date: 14-15 September 2023
Venue: Taj Lands End, Mumbai
Timings: 9:00 am-6:00 pm

GATI launches transshipment centres in Nagpur, Guwahati



Gati Ltd. has inaugurated state-of-the-art and tech-enabled surface transshipment centres (STC) in Nagpur, Maharashtra and Guwahati, Assam. The launch of Nagpur and Guwahati STCs is in line with Gati's plan to set up 12 modern, automated and environmentally friendly STC. The company has plans to launch more STCs in Mumbai, Bengaluru and Hyderabad, as it aims to further strengthen its supply chain and warehousing competencies and networks.

AMAZON launches freighter service in India

Amazon India has launched Amazon Air, becoming the first e-commerce company in the country to have a dedicated air cargo network. Amazon Air will utilise the complete cargo capacity of a Boeing 737-800 aircraft, operated by Quikjet Cargo Airlines, a joint venture between AFL and the Ireland-based ASL Aviation Group. The Amazon-branded aircraft will transport customer shipments to cities such as Hyderabad, Bengaluru, Delhi, and Mumbai.



Quikjet Cargo launches maiden freighter service from GHIAL

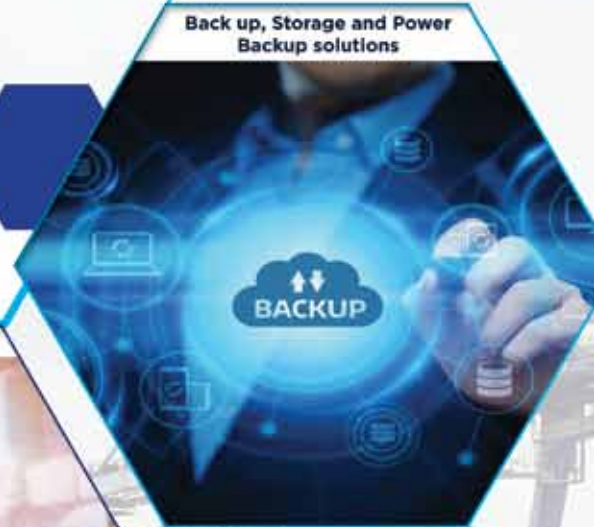
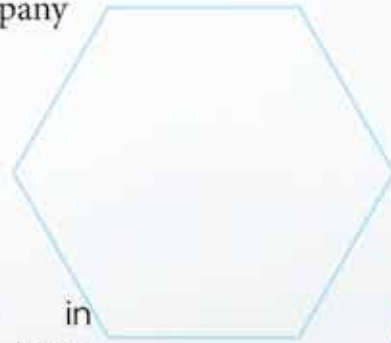


Quikjet Cargo Airlines has launched its maiden freighter service from GMR Hyderabad International Airport. Quikjet will be operating with Boeing 737-800F freighter aircraft based in Hyderabad with daily freighter services to Delhi and Bangalore. The freighter will carry air freight and express cargo across its network area covering Delhi, Mumbai, Hyderabad and Bangalore. The Quikjet freighter will depart to Delhi daily from HYD at 00.30hrs and arrive from Bangalore to Hyderabad at 08.50hrs every day.

For more information contact: cargotalk@ddppl.com

The dates shown on the annual event calendar are subject to change. Please refer to EventTalk in [APP](#) to track the changes in dates

Business processes in Logistics sector have been digitalized in the past couple of decades, and it has become a necessity rather than an option. Iconit Nextgen Solutions facilitates companies to integrate various IT technologies required in the Logistics and supply chain. We offer a diverse portfolio of IT Products and IT-enabled services delivered through our distinctive business and can supply state of the art products and services from all the leading IT brands across India.



MOVEMENTS



HOUSE OF SHIPPING CHENNAI

Mayur Misra has joined as Regional Head, Marketing at House of Shipping. He brings with him 13 years of experience in freight forwarding and NVOCCs industry. In his new role, Misra will be responsible for developing and executing marketing strategies, with an aim to drive business growth and increasing market share. He will report to Toby Edwards, Global Head of Marketing.



HORIZON AIR USA

Jason Berry has joined as Senior VP, operations, at Alaska Air Group subsidiary Horizon Air. He rejoins the Alaska Air Group after two years as Vice President, cargo, Air Canada. In 2019 and 2020, Berry served as president of Alaska Airlines wholly owned subsidiary McGee Air Services, where he took care of aviation services, ground handling, aircraft grooming among others.

BIFA UK

Stephen Parker has joined as the new Director General, The British International Freight Association. He has four decades of experience in freight and logistics, most recently as head of customs UK at DHL Global Forwarding. He was the previous chair of BIFA between 2011 and 2013 and he has served on the UK trade association's board of directors. nd chaired its customs policy group.



DOKASCH TEMPERATURE SOLUTIONS GERMANY

Edwin Visser is the new CCO, DoKaSch Temperature Solutions. With over 35 years of experience, Visser has served in the field of air freight, forwarding and temperature-controlled packaging solutions. The new CCO has worked in life science, pharma, and healthcare fields.



AMERICAN AIRLINES USA

Indy Bolina has been appointed as the Head, Global Sales, American Airlines Cargo. He will report to Roger Samways, VP, Commercial and will lead the cargo division's global sales team. He started his career with American Airlines in London in 2017 and has led people development and resource teams that work across the airline. Hodges has held multiple roles within cargo for more than 10 years.



ETIHAD AIRWAYS UAE

Arik De has been appointed as CRO, Etihad Airways, overseeing a new organisational division focused on revenue. Since April 2022, De has served as VP, Revenue & Commerce, Etihad Airways, responsible for revenue management and e-commerce. Having started his career 20 years ago in finance at the IMF. De has spent last 15 years working within the aviation industry.



UPS FRANCE

Burak Kiliç has been promoted as UPS France's new general manager. Previously, he was head of Republic of Türkiye. "My priority in this new role will be to create a stronger link between France and the world by promoting the growth of exports," said Kiliç. His appointment in France coincides with UPS opening 3,000 sq. mt. building at Lyon Saint Exupéry, set up near the airport.



RHENUS GROUP GERMANY

Markus Sandbrink is taking over the position of Chief Information Officer (CIO) Group IT at Rhenus Group with immediate effect. He will be responsible for his current role as Head of Corporate IT and for harmonising the Group's IT infra for all its global logistics operations. He is responsible for the Group's entire IT landscape and implementing its digital strategy.





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