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NEWS

₹2.9k-cr disbursed under 14 PLI schemes: DPIIT



The Centre has disbursed ₹2,900 crore so far under the 14 PLI schemes out of ₹3,400 crore claims it has received, data shared by the Department for Promotion of Industry and Internal Trade (DPIIT) showed. DPIIT Additional Secretary Rajeev Singh Thakur said the next two years would be crucial for the disbursement.

'Estimate of India's logistics costs may come out by Sept'



The Centre is working on a framework to assess its logistics costs and may get an estimate by September, Sumita Dawra, Special Secretary, Department for Promotion of Industry and Internal Trade (DPIIT). Current estimates show India's logistics cost stands at 13-14 per cent of its GDP, she added.



Air Cargo Security Screening Market to touch US\$ 1.4 billion by 2030. Attaining a CAGR Of 6 per cent in 2020-2030.

Gadkari lays foundation stone of Road project in Karnal



Nitin Gadkari, Union Road Transport and Highways Minister visited Karnal to lay the foundation stone of ₹1,700 crore Ring Road project. While giving information, Harvinder Kalyan, Gharaunda MLA, said Gadkari will lay the foundation stone for the construction of a 34-km long Ring Road around the city. He said the project will be constructed around the city under the NHAI's Bharatmala Pariyojana and help ease the traffic movement in Karnal. He said the Ring

Road will be 60-metre wide and will cross through 23 villages. The BJP MLA said the alignment of the Ring Road is from Karnal lake connecting Meerut Road, Kunjpura Road and Indri Road with NH-44 near Bastara toll plaza. It will also reduce traffic load on the NH-44.

30% fiscal support for promoting green shipping

The Union Ministry of Ports, Shipping and Waterways announced it will provide 30 per cent financial support for promotion of green shipping and a single-window portal will be developed to facilitate and monitor river and sea cruises. Sarbananda Sonowal, Union Ports, Shipping and Waterways Minister made five announcements, focusing on green shipping and digitization of the ports by the second Chintan Shivir in Munnar, Kerala.

"The 'Panch Karma Sankalp' include, ministry to provide 30 per cent fiscal support for promotion of Green Shipping, Deendayal Port and VO Chidambaranar Port, and VO Chidambaranar Port, Tuticorin to become smart port by next year," an official statement stated.



Despite PMGS, infrastructure projects continue to overrun

The Centre's emphasis on performance in infrastructure development is commendable. Capital outlay has zoomed over the years, the total expenditure in the current fiscal, including that by the states, is ₹13.5 lakh crore. Much of infrastructure development is visible to all save the detractors of the government. One can see that everywhere—railways, ports, bridges, tunnels, and roads.

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Is air cargo sector reaching for the sky?

Air cargo demand will be driven by e-commerce growth and express parcel services. Recently, Boeing announced to launch logistics centre in India to boost production. The food trade agreements with the UAE, Australia, and UK will also boost EXIM trade for India with these countries.





Ritika Arora Bhola

The Union government has set a target of '10 million MT by 2030' for the air cargo sector, and to achieve the same, the stakeholders are leaving no stone unturned, be it investments in digital innovations or physical infrastructure, or emergence of dedicated freight corridors, cold storages to move pharma, agri-produce and perishables, development in AFSs, transshipment hubs, Grade 'A' warehouses, regional cargo complexes and terminals, and national highways among others.

India's air freight market is expected to grow at compound annual growth rate of 5.7% and might reach US\$16.37 billion by 2027

Stakeholders are moving forward towards achieving the government's vision of 10 million MT by 2030. The Centre's schemes such as PMGS, Krishi Udan 2.0, NLP, and Self-Reliant India have instigated potential to invest in the supply chain business but propelled foreign interest and participation.


According to Research and Markets' latest data, India's air freight market is estimated to be US\$12.41 billion in 2023 and might reach US\$16.37 billion by 2027 at a compound annual growth rate of 5.7 per cent. The air cargo policy, seeking to make India among the top five air freight markets by 2025 and create air shipment hubs at all major airports soon, will be key to advance industry growth.

e-commerce, FMCG, retail, chemicals, pharma, automotive and other goods are the key growth drivers. Dedicated freighters will help in achieving full capacity and cargo volumes. IndiGo is set to buy 500 aircraft from Airbus a US\$50 billion deal that fol-

lows Tata Group-owned Air India's recent order for 470 aircraft from Airbus and Boeing. Massive belly capacity is set to descend on the sector, on top of dedicated freighter or cargo-only networks on the cusp of development.

Experts said the demand is driven by e-commerce growth and express parcel services. Recently, Boeing launched a logistics centre in the country to boost production. The FTAs with UAE, Australia, and the United Kingdom among others will also boost EXIM trade for India. The growth is certain, and future comprises positivity and optimism for the country's air cargo and logistics sector to grow and soar high.

To achieve the goals and overcome disruptions such as recession, high logistics cost, ongoing Ukraine-Russia conflict, they have adopted robust strategies. 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 set up lean operations focusing on optimizing processes, minimising waste, and increasing customer value.  spoke to industry experts about Cargo Udan in 2023 and beyond.

FACTFILE

- ➔ Huge amount of belly capacity is set to descend on the sector.
- ➔ IndiGo and Air India have ordered a fleet of freighters recently.
- ➔ The air cargo policy seeks to make the country among the top five air freight markets by 2025
- ➔ e-commerce, FMCG, retail, chemicals, pharma, and auto among others are key growth drivers

Cargo hubs to improve efficiency, cut costs



Keku Bomi Gazder
Managing Director
Aviapro Logistic Services

10 MILLION MT BY 2030

The Centre's vision to achieve 10 million MT of cargo by 2030 is an ambitious target. The industry is experiencing steady growth. Initiatives such as implementation of National Civil Aviation Policy, establishment of dedicated air freight stations, development of integrated logistics parks, and NLP aim to achieve 10 million MT by 2030.

ROADBLOCKS

Currently, cargo movement is stopped at 11 AAI Cargo Logistics and Allied Services Company Ltd (AAICLAS)-operated airports due to its non-compliance with BCAS RA3 rules, which is affecting trade.

Creating cargo hubs will help optimize efficiency and reduce costs

PROGRESS

Creating cargo hubs will help optimize efficiency and reduce costs by consolidating cargo in larger hubs before ferrying to smaller spokes. This will allow better connectivity between various locations and improve overall logistics and transportation services.

Bring cargo under Krishi Udan ambit



Yashpal Sharma
President
ACFI

10 MILLION MT BY 2030

Infrastructure development:

The Union government is investing in expansion of existing airports, building new cargo terminals and cargo hubs to enhance efficiency in handling air cargo. Guidelines must be set for private airports, under construction, to have all facilities to cater to air cargo, apart from passengers.

Regulatory changes: Implementation of reforms to facilitate trade and streamline customs is a positive step. We need the changes for T/P cargo,

We need customs and the like to fine tune the processes, as per the industry's needs

which can add 2 MMT to Indian skies. We need customs and other regulators to fine tune the processes. Presence of PGAs on working days must be addressed for cargo movement.

PROGRESS

Development of smaller airports and initiatives such as Udan scheme for air cargo will add a substantial business to the Indian skies.

Elimination of regulatory barriers necessary



Vipin Vohra
Chairman
Continental Carriers

10 MILLION MT BY 2030

Infra development plays a key role in enhancing the capacity to handle larger volumes of air cargo.

The National Logistics Policy implementation under Prime Minister Gati Shakti Masterplan, setting up dedicated air cargo complexes and air freight stations (AFSSs), and promotion of e-commerce has bolstered the industry.

The government and stakeholders should strengthen collaboration to tackle barriers such as reducing costs and tariff levied by Cargo Terminal Operators (CTOs) and improving last-mile connectivity.

Collaboration between different logistics entities is essential

ROADBLOCKS

Collaboration between different entities in the logistics entities is essential. Communication, establishing robust channels and standardized procedures and information sharing are a must to ensure cargo movement.

It can also help mitigate the bottlenecks caused by lack of coordination.



ROAD AHEAD

1. While accepting wide-body aircraft for cargo transport may have cost implications, but it brings advantages, such as higher cargo capacity, increased operational efficiency, and reduced transportation costs per unit.
2. Development of a hub

and spoke model involving transportation from tier I and II cities and connecting them with smaller spoke locations. This enables seamless movement of goods and facilitates last-mile connectivity to interior areas, thereby bridging the logistical gaps.

Lack of open skies policy, GST detrimental



C K Govil
MD, Activair Airfreight India
and Vice President, ACAA

10 MILLION MT BY 2030

The industry has shown resilience in the past three years. We have seen air cargo tonnage shoot up in the past two years and then crawl down in 2022.

Given India's manufacturing capacity, our exports are 10-20 per cent of the USA and China. While the existing air cargo capacity and infra are good enough, we need to fuel

development in infrastructure, fleet, and Ease of Doing Business. I am happy to see more airlines adding narrow body freighters to their fleet to serve the domestic demand from tier II and III cities and neighbouring countries.

I am happy to see more airlines adding narrow body freighters to their fleet

ROADBLOCKS

In the current scenario, the absence of an open skies policy or imposing GST on export freight can slow industry growth. The industry faces many challenges with transshipment. It was easier earlier, but the transshipment is taking longer due to government officials' diktats.

Govt must intervene to ease cargo trade



Dax Theknath
Executive Director
Jet Freight

10 MILLION MT BY 2030

The Union government has commenced to address challenges, such as infrastructure, logistics costs, and skilled manpower, while the industry invests in state of the art infrastructure and technologies. This positions the Indian air cargo industry to achieve the target of 10 million MT target by 2030.

ROADBLOCKS

Non-compliance of the BCAS RA3 Regulations at 11 AAIC-LAS airports is currently a bottleneck for the industry. These regulations mandate equipment for safe and efficient cargo operations.

The cargo industry is placing emphasis on enhancing efficiency and streamline operations.

As a result, the cargo movement has been stopped at these airports, which is affecting businesses and the airlines alike. The government intervention is needed to restore the air cargo flow in India.

PROGRESS

The cargo industry is placing emphasis on different aspects in a bid to enhance efficiency and streamline cargo operations. These include creation of a hub and spoke model for better transportation aggregation, implementing schemes, such as Krishi Udan scheme, for bulk perishable transportation, improving infrastructure, embracing paperless processes for faster operations, and considering the benefits of the wide-body aircraft for increased cargo capacity among others.

These initiatives have the objective to enhance productivity, reduce logistics costs, and deliver better services in order to meet the growing demands of the air cargo industry.

FACTFILE

Given India's manufacturing capacity, India's exports are 10-20 per cent of that of the USA and China.



More Indian carriers to fly freighters



Sunil Kohli
Managing Director
Rahat Cargo

10 MILLION MT BY 2030

The cargo industry is presently focusing to gain pace. And it is encouraging that Jyotiraditya Scindia, Union Minister of Civil Aviation, has assured the state's support to the trade as and when it could assist. Let us have bright hopes for the industry to succeed in its

mission with an active and positive participation by all the stakeholders.

PROGRESS

To ensure a seamless cargo movement from tier II and III cities, it is imperative we

Govt and its agencies should facilitate EoDB to the exporters

have smooth motorable roads, apart from having a paperless process. Surprisingly, hardly any Indian carrier has been operating cargo freighters. The government and its affiliated agencies should do their best to facilitate Ease of Doing Business to the entire exporters' community.

Dwell times, costs are major issues



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

10 MILLION MT BY 2030

The industry, growing at a CAGR of 6-7 per cent in recent years, is focusing on significant areas to move towards these goals effective for the airports in tier II and III cities.

One of the strategies that the Union government is plan-

ning is the hub and spoke model. Linking cargo from various regions with rail and road transport, the untapped areas,

Tier II and III cities if they relate to gateways such as Delhi and Mumbai can boost the export cargo a great deal

can be promoted for export cargo. Areas with high production benefit when they are well connected to airports.

ROADBLOCKS

At a time when the customer expectations from the air cargo industry are increasing, the industry is struggling with higher costs and longer dwell times because of security issues. The total time spent on the ground is much higher than expected because of non-alignment between agencies such as the Bureau of Civil Aviation Security (BCAS), AAI Cargo Logistics and Allied Services (AAICLAS), and other allied agencies.

PROGRESS

1. The country has opportunity of being a cargo hub for south-Asia and SEA given the large amounts of capacity ferried in the bellyhold of the pax flights.

2. Tier II and III cities if they relate to gateways such as Delhi and Mumbai can boost the export cargo a great deal.

3. The Krishi Udan scheme needs change to ensure that it benefits the farmer and the exporter. Also, Krishi Udan scheme should be on the pan India basis and not limited only to a few airports.

4. As the business requirements change, the infrastructure for the cargo industry in the country also needs to be updated.

Contd. on next page ►



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Limited cargo capacity can pose hurdles



Xerrxes Master
President, Association of
Multimodal Transport
Operators of India

10 MILLION MT BY 2030

Improving infrastructure and connectivity is important. The government has been investing in upgrading airports, roads, and highways. It is also investing in technology to improve ground handling and tracking. It has helped to improve the industry's efficiency and make it competitive.

This includes initiatives to digitize documentation and improve EoDB to reduce time and cost associated with air cargo. NLP, ACCS, development of air cargo hubs, and logistics parks can help to an extent. The industry is making efforts to enhance its infrastructure, technology, and operational capabilities to handle the growing cargo volumes.

ROADBLOCKS

Infrastructure: Insufficient or outdated infra at airports and cargo handling facilities can impede smooth cargo movement. Inadequate warehousing space, outdated technology, and lim-

ited handling capacity can lead to delays and inefficiencies.

Regulatory challenges: Compliance with regulations and security needs is essential for air cargo operations. Any non-compliance issues can lead to cargo movement curbs or

Industry is striving to boost infra, tech and operational capabilities

delays. These regulations can vary from safety and security measures to customs and documentation requirements.

Capacity constraints: Limited cargo capacity on an aircraft can be a challenge, especially during peak seasons or when there is a surge in demand. The availability of dedicated aircraft and belly space on passenger planes can affect the industry's ability to meet growing demand.

Customs procedures: Complex and time-consuming customs procedures can hinder the efficiency of cargo movement. Delay in customs clearance, documentation requirements, and bureaucratic processes can impact the overall speed of cargo handling.

Infrastructure connectivity: The lack of proper link between airports, seaports, and other modes of transportation can pose challenges for seamless cargo movement across different transportation modes.

Focus on ferrying loads from interior cities



Satyaki Raghunath
Chief Strategy and
Development Officer BIAL

10 MILLION MT BY 2030

India currently has 21 international and 35 domestic cargo terminals. To enable growth, there is a need for industry players to focus on transporting smaller cargo loads from tier II and III cities to major cities. The government has stressed the importance of streamlining processes, adopting automation and digitalisation to make cargo processing faster and more efficient.

In line with the PMGS, BLR Cargo will enhance its cargo capacity from 715,000 MTPA to 1 million MTPA by the end of this decade. It has also signed a contract with Air India SATS Airport Services (AISATS) to design, build, finance, operate and maintain a greenfield Logistics Park at the airport for a period of 15 years.

The upcoming logistics park will be developed across eight acres of land. It will be a world-class warehousing facility comprising a general warehouse, bonded warehouse, consolidation centre, cold-storage

facility, office spaces and other amenities such as a bank/ATM facility, a business centre, a cafeteria among others. AISATS will provide value-added services such as manpower and equipment rentals on an hourly or pay-per-use basis for loading/offloading, labelling, packaging, bulk-breaking.

The Logistics Park's development will support exporters, importers, and forwarders by creating a warehousing centre with value-added services for the cargo community. To boost cargo movement, BIAL has strengthened connectivity to catchment areas by introducing a dedicated road feeder service under the brand name 'LOGI Connect by BLR'. This

BLR Cargo to enhance its capacity from 715,000 MTPA to 1 million MTPA in 10 years

service links Tirupur, Coimbatore, Ambur, Salem, Erode, Hyderabad and Chennai to BLR Airport, setting up BLR Airport as the South India's preferred cargo gateway. The Kempegowda International Airport aims to be a hub for cargo traffic and shippers.

The region's location has also contributed to the growth of airports, especially BLR Airport and its cargo brand BLR Cargo.



e-commerce takes leap, expands to tier II cities



Videh Kumar Jaipuria
Chief Executive Officer
DIAL

10 MILLION MT BY 2030

Within the domestic air cargo, e-commerce has taken a big leap and is expanding from tier I cities to II and III cities. Transshipment of air cargo through Indian airports is another opportunity, with the country being ideally located to serve as a hub for the global trade market, connecting the fast-growing economies of Asia, Africa, Europe, and the

Middle East. Delhi Airport has taken the lead in transshipment by developing a dedicated facility for handling transshipment cargo from Bangladesh to other countries.

The Union government plans to add 33 new cargo terminals by the next fiscal year

DIAL is building warehouses near airport to support storage and processing

2024-2025. Indian carriers are increasing capacity and adding new aircraft thereby increasing belly capacity significantly. Growth of freighters in domestic carriers fleet is a clear sign of the focus on air cargo hub story.

Collaborative PPPs can mobilize investments



Kiran Jain
Chief Operating Officer
Noida International Airport

10 MILLION MT BY 2030

To achieve this target, several factors such as infrastructure development, streamlining regulatory procedures and simplifying customs clearance processes, enhancing air connectivity within the country and with major international hubs must be considered.

It is equally important to develop a skilled workforce capable of managing modern tech-

nologies and advanced cargo handling techniques.

Public private partnerships (PPP) can also help mobilize investments, share expertise, and leverage synergies to achieve the desired targets in the cargo industry.

It is vital to develop a workforce able to manage modern technologies

ROADBLOCKS

Inadequate or outdated infrastructure, insufficient capacity, lack of modern equipment, and congestion at airports can hinder cargo operations.

Compliance with regulations, such as security and customs measures, is crucial for the overall success of the cargo industry.

Embrace digital ecosystem to simplify operations



Balajee Bobba
Director, Bobba Group and
Bobba Logistics

10 MILLION MT BY 2030

There remains a significant amount of underutilized capacity as domestic air cargo is dominated by available belly-hold of airlines versus dedicated freighters (70:30 ratio). Blue Dart and SpiceXpress are the lone domestic airlines operating limited freighters, while the demand is far more.

The high cost of Air Turbine

Fuel, price war between the airlines, and rail, road and sea freight competition play a test in a reasonably priced market.

The slow incorporation of technology and digitization create hurdles with longer dwell times, lower efficiency, manual intervention, and rise

Smaller airports play vital role in air cargo's growth in maintaining BCAS norms

in cost. So, a transition to a digital ecosystem would streamline operations and create a high-quality transparent data access of stakeholders in the logistics supply chain.

Smaller airports, which are understaffed and underfunded,



play a vital role in the industry's growth to maintain BCAS safety and security protocols. Any lapse would mean non-compliance, and regulations would bar the airport from processing cargo until the issues are rectified. This affects the growth from reaching the targeted 10 million MT, as per Vision 2030.

Adopting cutting edge tech, incentivizing airlines, airports, promoting exports, quality training to meet evolving standards and rules around the world. A push to consolidate the emerging sectors to contribute towards world class air cargo would assist in accelerate the target towards 2030.

Imperative to build freighter capacity



Sakshi Gupta
Country Manager
India, Air Logistics Group

10 MILLION MT BY 2030

The industry has before it a target of 10 million MT by 2030. The question is will they get there or is it just a dream? Honestly with such a supportive government, which is engaging with the industry in these meandering times, at every curve, it will be a challenging but collaborated journey together.

Investments by the government to scale up the road infrastructure thereby augmenting swifter surface connectivity, especially from the catchment

areas (perishables and marine products) to metros, investing in newer airports, massive orders by the TATA Group' of 470 aircraft with Boeing and Airbus to serve Air India's long haul expansion plans, followed by Indigo's firm orderbook with

Increasing the air cargo capacity will play its part in inching the industry's way to the targeted 10 mn MT

Airbus of 500 A320 family aircraft is good news for the nation. The deliveries of these aircraft, will play a part to inching towards 10 million MT target.

It is also imperative that besides increased belly capacity, there needs to be an increase in freighter capacity too to meet the 10 million MT target.

Improve air link from small cities



Kritika Seth Chaudhary
Executive Director
Allied Aviation

10 MILLION MT BY 2030

The Indian air cargo industry is making rapid strides towards handling 10 million MT of cargo by 2030, a significant growth from current 3.5 million MT. However, there are many challenges ahead that need to be addressed. Non-compliance with BCAS RA3 regulations at certain airports has resulted in impeding the smooth flow of air cargo. It is crucial for these airports to align with security standards to ensure uninterrupted cargo movement.

The industry is focused on creating the hub and spoke model to improve linkage between tier I and II cities, enabling efficient aggregation of cargo from smaller cities and seamless transportation to major hubs.

Industry focused on creating hub and spoke model to improve air connectivity

Initiatives, such as the Kishi Udan scheme, are facilitating bulk transportation of perishables thus benefiting the agricultural sector.

Improving infrastructure, adopting paperless processes, and enhancing ease of doing business have been accorded priority digital documentation to streamline operations.

AFSs to alleviate burden on cargo terminals



Dipen Lalsodagar
Deputy Director, Cargo Sales,
Global Aviation Services

10 MILLION MT BY 2030

Indian airports are overcoming infrastructure challenges. However, air cargo is still far from improving from its current position. Despite a robust domestic market, capacity corrections in domestic aviation have affected overall cargo growth. For exports, the current inter-

national economic and political challenges are likely to have a long-term effect on the export growth. As we expect fleet ad-

I feel, by 2030, we will be able to achieve double digit growth from the current 6 million MT

dition in the domestic market, I feel, by 2030, we will be able to achieve double digit growth from the current 6 million MT.

ROADBLOCKS

We have quite a few challenges, including regulations, bureaucratic hurdles,



and poor multimodal link among others.

PROGRESS

The hub and spoke model is

improving. Seamless connectivity is a much-needed requirement. Perishable air connectivity is a costly affair for the airlines.

Contd. on next page ►



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Wide-body aircraft to uptick cargo capacity



Vandana Singh
Director, Global Corporate
Key Accounts, Asia Pacific,
Saudia Cargo

10 MILLION MT BY 2030

Infrastructure development: Investments are being made to improve airport infra such as construction/modernization of cargo terminals, warehouses, and cold storage facilities. Latest handling equipment and tech are being implemented to enhance operational efficiency.

Regulatory reforms: The government is working on streamlining processes and re-

ducing bureaucratic hurdles. **Connectivity and network expansion:** Efforts are being made to enhance connec-

The wide-body aircraft have increased capacity and flexibility

tivity between airports. The expansion of the air cargo routes and dedicated cargo hubs are being explored to increase the reach and efficiency of the industry.

PROGRESS

Wide-body aircraft have increased cargo capacity and operational flexibility. The industry is open to exploring the use of the wide-body aircraft following advantages such as cargo demand among others.

Expanding network to hike IndiGo volumes



Mark Sutch
Chief Commercial Officer
CarGo International, IndiGo

KEY GROWTH DRIVERS

The global air cargo market is undergoing a correction post-pandemic, which is seeing a drop in cargo carried. IATA forecasts uplift of global air cargo in 2023, which will decline by 3.8 per cent chargeable weight versus 2022. The slowdown in cargo is due to the negative effects on global trade of economic cooling measures introduced to fight inflation. For IndiGo, the decline in uplifted

air cargo is based around our fleet and specific COVID-related measures enable us to carry increased volume of cargo.

STRATEGIES

There are two factors for the decline in uplifted cargo by the carrier:

- During COVID, IndiGo operated 'CarGo on floor' aircraft under DGCA terms.
- In FY23, IndiGo carried 35,000 tonnes of cargo, which when you factor in the cessation of 'CarGo on floor aircraft' ops and a look at the pure pax belly cargo, there is a growth of 20.3 per cent in cargo carried. It is vital to factor in the

The slowdown in cargo is due to the negative effects on global trade

impact that 'CarGo on floor' aircraft had during FY22.

- Uplift capacity of air cargo has a correlation to PLF. This is the case on narrow body operations where increased load factor leads to a rise in the passenger baggage of a flight and limits the space available for cargo. As travel curbs have lifted, there has been an increase in PLF.

FUTURE READY

IndiGo, through an arrangement with Turkish Airlines, has added two (daily) wide-body B777 pax flights on DEL-IST and BOM-IST routes. These aircraft have higher cargo capacity: 15-20 tonnes per flight). Due to our partnership, IndiGo can connect to European lanes via Istanbul. Later, IndiGo has announced flights to Nairobi, Jakarta, Tbilisi, and Baku. Following the rise in pax aircraft capacity, IndiGo is likely to grow its volumes, though it will not be able to replicate the capacity available, when 'CarGo on floor' aircraft were in operation.

Contd. on next page ►



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Policies for transshipment of air cargo required



Parvinder Singh
Managing Director
Hans Infomatic

10 MILLION MT BY 2030

Investments in developing and upgrading infrastructure is required to handle the increased cargo volume. More 3D X-ray machines need to be installed for faster screening process. Embracing advanced technologies can improve efficiency and transparency of cargo operations. Automation, digitization, and the use of IoT devices can optimise processes—tracking, tracing, and inventory management. Building a skilled workforce that understands modern cargo handling techniques and technologies will contribute towards efficiency and productivity. Collaboration among stakeholders, including government agencies, airlines, airports, freight forwarders, and logistics companies, is crucial.

PROGRESS

Efforts are being made to aggregate cargo from tier I and II ties to improve overall efficiency and reduce costs. This involves consolidating cargo from various locations and transporting it in bulk to the desired destination. In this regard, clear policies for transshipment are need of the hour.

The Krishi Udan scheme aims to promote transportation of agricultural products, especially perishables, through air cargo. The scheme focuses on providing better infrastructure and logistics support to ensure the transport of farm produce. But there needs to be enough cold chain facilities in the entire

supply chain for perishables.

The government has been investing in infrastructure development to improve air cargo operations. This includes the establishment of air cargo complexes, modernization of handling facilities, and the development of dedicated cargo terminals at airports.

The industry has been moving towards digitization and paperless processes to streamline operations and reduce paperwork. Initiatives such as the

Embracing advanced tech can improve efficiency and transparency of cargo operations

e-freight system aim to simplify documentation, enhance transparency, and improve the ease of doing business.

The use of wide-body aircraft for cargo operations can provide increased capacity, but the cost considerations for wide-body aircraft operations are complex and depend on various factors such as demand, profitability, and infrastructure readiness to make it feasible.

Team work between industry & govt vital



P. Balasubramanian
Founder & CEO
Air Cargo Consultancy
International Services

10 MILLION MT BY 2030

There are diametrically opposite views and I support the optimistic view that India will reach the target (10 million MT) with contribution from cross border e-commerce, refinement of regulations and procedures from customs. The latter raises the optimism in getting customs regulations business-friendly. These enablers are not sufficient by any stretch of the imagination.

ROADBLOCKS

Let us not underestimate the improved road network, beginning from Bharatmala, the railway freight corridors, impetus for inland waterway shipping—these factors would influence domestic as well as international cargo from feed-

ing/distribution perspective. If there is one topic, which is never missed in any of these fora, it is transshipment. It is not a matter of overkill, but it is critical to India. It appears that there are hesitations and 'dragging of feet' at some quarters, which has prevented this from being implemented. We should look at our larger ambition to

The industry must play its role by utilizing time, infrastructure at all terminals efficiently

become US\$5 trillion economy by 2028, pushing the country up to third place.

Whether it is GST for export shipments or BCAS requirements, we urge the government to engage with them to look at the challenges towards resolving them together as against 'them and us' approach. The industry must play its role by utilising time, infra at all terminals efficiently, delivering export shipments around lunch time or later alone is a practice to be reviewed.



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Time to honour hard work, excellence

Professionals of cargo industry of various domains will gather to receive awards in appreciation of their outstanding contribution to the cargo sector at the glittering India Cargo Awards 2023, to be organized by DDP Group on 24 July 2023 at the Hyatt Regency in New Delhi.



CT Bureau

The annual Indian Cargo Awards 2023 is back to felicitate the 'Heroes' of the Indian air cargo and logistics fraternity. Known as the 'Oscars of the air cargo industry,' the India Cargo Awards 2023, hosted by  (DDP Group) serves as an all-India platform created with a vision to recognize excellence across various domains, including air, road, rail, allied services, warehousing, technology, 3PL and more. The world-class awards ceremonies are filled with glitz and glamour and attended by the who's who of the cargo industry.



Kamesh Peri
CEO, Celebi Delhi Cargo
Terminal Management

I express my appreciation for the annual India Cargo Awards. This platform holds value in acknowledging the contributions made by various stakeholders within the cargo industry. I believe that initiatives such as these are significant for promoting excellence and innovation in the industry. The recognition we receive at the awards serves as a powerful motivator, fuelling our efforts to deliver our best. This initiative not only offers an opportunity to us to applaud and felicitate remarkable achievements, but also unites the cargo industry as one big family.

It serves as a common platform for sharing our industry challenges, fostering mutual learning, and collectively celebrating our triumphs. I am privileged to be a part of this prestigious event and would like to thank the organizers once again for the excellent work in arranging the India Cargo Awards 2023.




Cyrus Katgara
Partner
Jeena & Company

Kudos to the  team for putting together a brilliant show every year. India Cargo Awards 2023 is indeed a one-of-a-kind show where the fraternity comes together to celebrate each other's achievements and successes. I am sure that they will continue to recognize and applaud the efforts of the industry players who are doing commendable work.



Pradeep Panicker
CEO, GHIAL

India Cargo Awards 2023 is a game changer and a platform that recognizes excellence and innovation in the cargo and logistics industry. It is an acknowledgement to recognize outstanding performers in the industry. I would like to extend my heartfelt thanks to the  team for their dedication in bringing together the industry leaders and stakeholders to celebrate their achievements.



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Flying into a sustainable future

While sustainability efforts likely to require additional investments, they are worthwhile for achieving long-term results. By following our action plan, we can manage costs, while simultaneously reducing the environmental impact, say industry experts.



Ritika Arora Bhola & Abigail Mathias

It is heartening to see the global air cargo industry's dedication and commitment towards achieving cent per cent carbon neutrality and net zero emissions by 2050. The development of long-term strategies to achieve sustainability is key to guaranteeing the future of air cargo. As part of this, airlines, airports, and cargo agents have taken various initiatives to cut down on carbon emissions.

For example, to enhance operational efficiency, Qatar Airways Cargo has signed an offtake pact to purchase 25 million gallons of certified SAF over a five-year period beginning 2028. The carrier has joined IATA Turbulence Aware data exchange platform to ensure a journey with lower fuel burn. Similarly, Maastricht Aachen Airport has taken initiatives such as onsite solar power generation and swapping ground service equipment from diesel to electric by 2030. Infrastructural upgradation is underway at Maastricht to allow the transition to electric and hydrogen-powered flying.

WFS has also made great commitments, including converting 75 per cent of its fleet to EVs by 2030, adopting renewable electricity, increasing energy efficiency, and exploring alternative fuels such as hydrogen and biodiesel. Investing in improved data capturing and Artificial Intelligence is also being done worldwide. TIACA's BlueSky sustainability verification program also aims to achieve an advanced rating against decarbonization criteria.

It promotes investments in deploying SAF, upgrading aerial fleets and ground vehicles to reduce carbon emissions. Airforwarders Association is continuously pursuing government funding to improve airport cargo areas to increase throughput, reduce truck idling times and therefore reduce excessive carbon emissions. A lot of technology companies have also introduced highly innovative solutions to improve efficiency, sustainability and reduce costs.





Pact to buy 25 mn gallons of SAF in next 5 years



Guillaume Halleux
Chief Officer Cargo, Qatar Airways Cargo (member of Cool Chain Association)

As part of one world alliance, Qatar Airways has committed to net zero emissions by 2050, taking part in the common target to achieve carbon neutrality.

The alliance has committed to a target of 10 per cent SAF use by 2030. As part of this, Qatar Airways has signed an offtake pact to purchase 25 million gallons of certified SAF over a five-year period starting from 2028.

We are reaffirming our commitment by investing in the youngest fleet and advanced aircraft technology, while maintaining the lowest ratio of fuel burn.

Since 2015, we have implemented 70 optimization initiatives implemented through our Fuel Optimization Program. In 2020, we became the first Middle East carrier to join the IATA Turbulence Aware data exchange platform to ensure a journey with lower fuel burn.

Under our WeQare programme, we have so far launched four chapters:

Chapter 1-One million kilos: COVID accelerated the launch of this programme to transport one million kilos of aid and relief goods. We involved our customers by allowing them to allocate the space to charities of their choice.

Chapter 2-Rewild the Planet: This chapter was launched to offer free transport to bring wild animals back to their natural habitat.

Chapter 3-Let's Stand Together: This chapter consisted of collecting donations for children, which were assembled in Doha and then distributed to charities worldwide.

Chapter 4-Diversity: This chapter celebrated our highly diverse team portrayed on an airplane livery with the slogan moved by people.

1. Working closely with stakeholders in leading global efforts to reduce CO₂ emissions.
2. Meeting and exceeding industry standards for noise and air quality.

Working closely with stakeholders in leading efforts to reduce emissions. Meeting and exceeding industry standards for noise and air quality

3. Preventing pollution and meeting compliance obligations among others Qatar Airways Group subscribes to.
4. Improving our performance through Environmental Management Systems.
5. Raising awareness across the group and promoting the training of employees and stakeholders on our Environmental Policy.
6. Maintaining a zero-tolerance policy for ferrying illegal wildlife and their products.

FACTFILE

- ➔ **Raising awareness across the group and promoting the training of employees and stakeholders on our Environmental Policy.**

Optimize capacity, routes to boost efficacy



Vitaly Smilianets
Chief Executive Officer
Awery Aviation Software

will reduce emissions. Awery is also helping to reduce spare capacity through our open access CargoBooking platform. The CargoBooking market-

A collaborative approach to data sharing will bring less wastage as errors are reduced

Technology is better placed than anyone to assist in reducing emissions in the supply chain. Today, global load factors for air freight is 50-60 per cent. By making better use of capacity through tools such as Awery ERP, fewer flights are required to satisfy demand, which

place is freely accessible and enables airlines and General Sales & Service Agents (GSSAs) to provide freight forwarders with real-time air cargo rate distribution, quotes, and booking options. By making it easier for stakeholders to share, find, and book cargo



capacity, the industry can efficiently allocate its resources. We also help customers optimize their networks, further reducing their environmental footprint. Resources are scarce and it is the responsibility of all of us to use them efficiently and Awery provides for this. It is not merely a question of whether the industry is ready; it must be ready for a more sustainable future.

While there is currently a lot of talk about SAF, the

air cargo industry has a while to go before SAF is widely used for commercial flights. The air cargo industry should prioritise optimising flight capacity and routes to enhance efficiency, and technology solutions such as Awery ERP and CargoBooking can help with this. Adopting a more open and collaborative approach to data sharing will also bring less wastage as errors are reduced and supply chain processes optimised.

Adopting solar power, electric kits by 2030



Jos Roeven
Chief Executive Officer
Maastricht Aachen Airport

We are working hard at Maastricht Aachen Airport to ensure the sustainability and continued success of our cargo operations. We are on a mission to transform all of our operations into zero carbon forms, and we are doing this by introducing initiatives such as on site solar power generation and swapping all of our ground service equipment from diesel to electric by 2030. Infrastructural preparation is also underway to allow for

the transition to electric and hydrogen-powered flying.

Maastricht airport is currently Airport Carbon Accreditation (ACA) level two certified and is working toward level three certification. The air cargo industry is advancing toward a more sustainable future, but freighter fleet renewal is much slower than what we

Maastricht is now Airport Carbon Accreditation (ACA) level two certified

see with passenger aircraft. This puts us at a disadvantage, as the older models will have a higher carbon footprint. However, cargo operations can drive the way forward in other areas, such as the prioritisation of clean ground handling and the use of sustainable aviation fuel (SAF).

Investing in electric cargo planes, vehicles



Val M Karren
Sustainability Director
DAXX Carousell

determined to reach our target of slashing our emissions by 40 per cent before 2035. When I was first appointed as Carousell's Sustainability Director, I was concerned about the pressing issue of climate change and the immense responsibility we in the industry must make the global supply chain sustainable. The more I learn about new in-

In addition to the use of SAF, we are investing in the development of electric cargo planes

Building a carbon neutral service, especially when it comes to our in-night delivery, is a key focus of our sustainability strategy. We are doing this across our pan-European ops by implementing both fuel substitution and product replacement—prioritising carbon in setting rather than offsetting. In addition to the use of SAF, we are investing in the development of electric cargo planes, testing out electric vehicles, and trialling electric trains. We are

novations within the industry, the more optimistic I become. It is amazing what is going on at grassroots level—so I am hopeful for the future and believe we, as an industry, are focused on stepping up to the challenge in this critical moment.

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Investing in changing 75% of fleet to EVs



Emma Deane
WFS, Regional Vice
President, Business
Development, AMEA

Sustainability is increasingly important at WFS. In 2022, WFS undertook a review of its ESG strategy with the help of an external Sustainability Team. This involves a full materiality assessment, internal and external stakeholder interviews, a full document review and a series of strategy development workshops.

The new strategy 'Our Sustainable Flight Path' was launched in May 2022 along with new governance via a monthly Group ESG Committee. WFS has made several commitments. These include:
A. Converting 75 per cent of our fleet to Electric Vehicles by 2030 (currently c. 26%).



B. Continuing to reduce GHG emissions by switching to renewable electricity sources, increasing energy efficiency and exploring alternative fuels with our airport operator partners.
C. Investing in improved data capture and tracking through

Enablon's ESG metrics suite. Aligning with the United Nations Sustainability Development Goals by joining the UN Global Compact in 2023.

Awareness is increasing across the industry. We can see this from the number of initiatives the players took during this year's World Environment Day to implement longer-term

Sustainability measures can drive beneficial environment and financial outcomes as we continue to Reduce, Reuse and Recycle

sustainability measures. WFS recently joined forces with KLM Royal Dutch Airlines for The Sustainable Flight Challenge. The move is aimed to inspire the airlines and their partners to develop new ideas to influence future flying.

Sustainability can drive beneficial environment and

financial outcomes as we continue to Reduce, Reuse and Recycle. Our BKK team has achieved a 55 per cent reduction in energy use by transitioning to energy-efficient LED bulbs in the warehouse, thereby saving 775,000 kWh per year.

Workforce skilled in sustainability needed



Nat Boonyavichkanont
Chief Executive Officer
Pattaya Aviation

Sustainability is of utmost importance to us. In this year, we have recognized that sustainability is crucial for the survival and success of the businesses.

As a leader in the aviation industry, we are committed to studying and implementing sustainable practices.

By taking a proactive approach to sustainability, we inspire positive change in the industry and contribute to a better future for the next generation. Some of our sustainable practices include:

Energy efficiency: We prioritize energy efficiency by assessing and upgrading our facilities and equipment to reduce energy consumption.

By adopting energy-efficient technologies, we aim to decrease our carbon footprint and contribute to a more sustainable aviation industry.

Waste management: We have robust waste management practices in place, including proper waste segregation, recycling programs, and responsible disposal methods.

We seek innovative solutions in order to minimize waste generation, maximize recycling efforts, and promote a circular economy.

Action plan with accountability: Setting clear and steadfast goals and ambitions and holding individuals accountable for their sustainability efforts. By measuring results and improving our sustainable practices, we create a momentum in our

sustainability initiatives.

Employee engagement: We understand the importance of educating our employees about sustainability. Through training programs, our trained team understands the impact of their actions and encourages them to contribute additional ideas for sustainability.

The air cargo industry is increasingly aware of the implications of not reducing carbon emissions. Carbon footprint has environmental consequences, including climate change, urban air pollution, and toxic acid rain among others. As a responsible ground handling

Through sustainable practices like reducing CO₂ emissions and adopting cleaner techs, we can make difference in minimizing carbon footprint

company, we understand and comprehend the need to address and mitigate them.

Through practices such as reducing carbon emissions and adopting cleaner technologies, we can make a huge difference in minimizing the carbon footprint in the industry.

FEASIBILITY

While sustainability efforts would require additional investments, such as training costs and acquiring new equipment, they are, however, worthwhile for achieving long-term results.

By following the action plan and committing to sustainability practices, cargo industry can manage input costs, while simultaneously reduce the environmental impact.



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Decarbonizing air cargo is our commitment



Tim Isik
Vice President
Commercial, Etihad Cargo

we need to consider the entire air cargo supply chain, from the point of origin to the final destination.

While collaboration will be critical, Etihad Cargo is committed to accelerating the air

The cargo carrier has decided to commit itself to decarbonize through partnerships, contributing to a greener future

cargo decarbonization through partnerships, thereby contributing to a greener future. Sustainability can and will be a game changer in the cargo industry, and the sector must

be ready for it because the need is so great.

The global aviation sector is presently responsible for 2.5-3 per cent of all human-induced CO₂ emissions worldwide, and this could increase up to 22 per cent of global emissions by 2050. As other sectors decarbonize more quickly, it is critical for the air cargo sector to act now to invest in sustainable solutions.

In line with Abu Dhabi Environment Vision 2030 and IATA industry targets, Etihad Cargo is committed to achieving our goal of net zero carbon emissions by 2050 and hence is adopting sustainable practices across our operations.

The carrier was the first Middle Eastern airline to join TIACA's BlueSky sustain-

ability verification program, achieving an advanced rating against decarbonisation criteria, demonstrating our progress in investing in and deploying SAF, upgrading aerial fleets and ground vehicles to reduce carbon emissions, reducing energy consumption across its operations, and optimizing fleet utilization.

Etihad Cargo performs well in areas of partnerships and biodiversity protection. These results will act as an enabler for Etihad Cargo to advance our sustainability efforts, and we are targeting year on year progress.

Etihad Airways was recently named the Environmental Airline of the Year 2023 for the second consecutive year at the Airline Ratings Awards, demonstrating our commitment to sustainable aviation.

While the air cargo industry is moving in the right direction, we are seeing an increase in demand for more sustainable options. There is still much to do if the sector is to reach its net zero targets by 2050. While achieving end-to-end sustainability in air cargo requires a holistic approach,

Govt & industry must work together



Yossi Shoukroun
Chief Executive Officer
Challenge Group

survey with internal and external stakeholders. We were able to bring down our ambitions, define priorities and set credible targets: improve fuel

Driven by the ESG goals covering different areas of the supply chain, we started by defining our high-level ambitions

efficiency and energy consumption, decarbonize/reduce GHG emissions.

During several conferences last year, there was a call from the stakeholders to have guidance on how to build a roadmap in order to mitigate the widening gap between big players and small and medium players.

We are embarking on a sustainable transformation journey that will help us in evolving into a purpose-driven company.

Driven by the ESG goals and taking into consideration our eight different business units, covering different areas of the supply chain, we started by defining our high-level ambitions.

For the Environment part, our ambition is to conduct a materiality assessment and a

Adopt electric ground handling material



Geert Aerts
Chief Cargo & Real Estate
Officer, Brussels Airport

Stargate project with Brussels Airport as project leader, many initiatives for greening aviation will be taken in the coming years. Since 1 January, SAF

Brussels Airport has been CO₂ neutral since 2018, and will be working on being free of emissions by 2050

Sustainability is one of the three pillars in our strategy Shift 2027. If aviation wants a future, it must be sustainable. Sustainability is, therefore, at the core of everything we do. Brussels Airport Company has been carbon neutral for its activities since 2018 and is working on achieving net zero carbon emissions by 2050 at the latest.

The airport makes every effort to be ready before the deadline. Within the European

is delivered to Brussels Airport in a secure way via the North Atlantic Treaty Organization (NATO) pipeline.

Brussels Airport is linked to this pipeline and has been asking to receive Sustainable Aviation Fuel (SAF) via this pipeline for some time. With our European Green Deal project 'Stargate', we work with a consortium of 21 partners.

Govt funding must to improve cargo areas



Brandon Fried
Executive Director
Airforwarders Association

Sustainability has become a key priority for the freight forwarding industry. In recent years, many forwarders have taken steps to reduce their environmental impact, such as investing in more fuel-efficient vehicles, including trucks, warehouse handling equipment, office lighting, and climate control systems.

The freight forwarding industry is committed to making the global air cargo industry more sustainable.

With continued investment in new technologies and practices, the industry can reduce its environmental impact and operate more sus-

The industry is still in early stages of shifting to a sustainable future, but there is a rising commitment to make this happen

tainably. Our industry faces pressure from the governments, customers, and investors to reduce its environmental impact.

The industry is still in the nascent stages of shifting to a more sustainable future, but there is a growing commitment to making this happen.

e-AWB increasing supply chain visibility



Jasraj Chug
Co-founder and Director
Cargoflash Infotech

Our commitment to sustainability is embodied in our core principle—go miles by going paperless. We have eliminated the need for physical paper documents using digital solutions such as e-AWBs and electronic documentation systems.

This not only decreases our environmental effect, but also improves supply chain visibility allowing businesses to spot inefficiencies and opportunities for improvement.

By optimizing asset utilization, we aim to decrease the carbon footprint, while improving its financial performance. Many companies are recognizing the

Firms are recognizing the importance of reducing environmental impact and are implementing measures to achieve sustainability

importance of reducing their environmental impact and are implementing measures to achieve sustainability.

From adopting fuel-efficient aircraft, optimizing routes, utilizing digital solutions, and embracing alternative fuels, the industry is taking significant measures.

Carriers investing in fuel-efficient aircraft



Glyn Hughes
Director General
TIACA

In recent years, the industry has taken onboard sustainability concerns and introduced many new programs into their strategic and operational systems. From an environmental perspective, carriers are investing in SAF, partnering with major customers, working with part-

ners to introduce more renewable energy-based equipment such as ground support equipment (GSE). They are accelerating the replacement of single-

Sustainability is not about emissions, it is about reducing effect of noise and creating a better working environment

use plastic with biodegradable or recyclable alternatives.

But sustainability is not about emissions, it is also about reducing the effect of noise and creating a better working environment attracting and retaining a diverse workforce. Going

beyond their direct control, the industry is about creating connected markets enabling communities to distribute their products to global markets, enabling global prosperity to be enhanced. The topic is important as we have a collective responsibility to the global society and our colleagues within the air cargo community. All industries and all companies must establish a sustainability strategy.

We conduct an annual sustainability survey and one of the questions we ask is, for whom is sustainability important? The answers broaden each year and the data revealed it is important for employees, business partners, financial partners, customers, and regulators, so you could say improving sustainability credentials is a license to operate. As for TIACA, this

topic has been placed at the top of the priority list. We recently launched a new programme, TIACA BlueSky, which provides a service whereby a company can have their sustainability practices independently assessed.

IMPLICATIONS

I think the industry is aware of the impact in terms of emissions and carbon footprint, which is why so many organizations are prioritizing investments in this area. Sustainability is not an issue of choice, but an issue of necessity. Improvements often require investments, but the consequences of no action are harmful to an organization's reputation and ultimately bottom line. Particularly as mentioned previously, it is an area, which is critical for stakeholders.

Collaboration must to reduce carbon footprint



Vishnu Rajendran
Area Manager, Middle East
Cathay Pacific

One of our key initiatives is the Fly Greener Program, which allows our customers to take part in offsetting the CO₂ emissions generated from air cargo transportation. Through this program, we offer customers the opportunity to purchase carbon offsets from high-quality projects focused on reducing or preventing CO₂ emissions, with an emphasis on cleaner energy sources.

The Fly Greener Program

is an extension of the initiative launched by Cathay Pacific in 2007 for passenger travel. Building upon the positive impact, we have achieved through offsetting 300,000 tonnes of carbon emissions, we have expanded the program to include air cargo, providing our customers with a more sustainable cargo solution.

To determine the emissions associated with cargo shipments, we calculate them based on the weight of the cargo. The monetary contributions attributed to these emissions are directed towards funding third-party validated projects that offset the emissions generated during the transportation process.

SIGNIFICANCE OF SUSTAINABILITY

Sustainability is of importance to Cathay Cargo. We integrate sustainable practices into every aspect of our cargo operations, acknowledging our responsibility to future generations. Our

Fly Greener Programme engages customers in reducing their environmental impact through certified carbon offset projects. We invest in fuel-efficient aircraft, optimize flight routes, promote waste reduction and

We invest in fuel-efficient aircraft, optimize flight routes, promote waste reduction and recycling, and foster sustainable partnerships

recycling, and foster sustainable partnerships.

Sustainability is embedded in our corporate culture, driving positive change within our organization. It is not just a box to tick, but a core value that guides our actions and sets

us apart as a responsible cargo airline committed to making a meaningful environmental impact, while delivering exceptional services.

There is a growing recognition that the industry's carbon emissions contribute to climate change and environmental degradation.

In recent years, the stakeholders have been working to address their carbon footprint. The airlines, cargo operators, and industry associations have been striving to reduce carbon emissions through operational improvements, such as optimizing flight routes, reducing aircraft weight, and improving fuel efficiency.

IATA's Carbon Offsetting and Reduction Scheme for International Aviation demonstrates the air cargo sector's commitment to addressing the environmental impact. It aims to achieve carbon-neutral growth in global cargo by offsetting emissions using carbon credits.



Educate experts on sustainability



Celine Hourcade
Managing Director
Change Horizon

Sustainability being the core expertise of Change Horizon, we help our clients/customers to understand why it matters to their financial and commercial success, identify the regulations they need to comply with, help them define their sustainability pri-

orities, ambitions, and action plans. We partner with the TIACA to drive the sustainability agenda, including the BlueSky assessment and validation program, the annual sustainability survey, and the report dedicated to the air cargo industry. This year, we

We are building a training series on sustainability in air cargo, both online and physical

have built a series of webinars titled 'Do you speak ESG?' to educate professionals on sustainability concepts. We are building a series of training on sustainability in air cargo, both online and physical training sessions.

The air cargo industry is not ready yet, which is why it is important to raise awareness so as to help every company start their sustainable transformation journey. And that is the passion, mission, and commitment of Change Horizon.



Our aim is to achieve zero emissions by 2050



Allen Paxson
Vice President and General
Manager Commercial Programs
Strategy, GE Aerospace

stakeholders are on the playing field. While GE Aerospace and our partner engines powering three-quar-

We also recognize the need to accelerate efforts and ensure that all industry stakeholders are on a level playing field

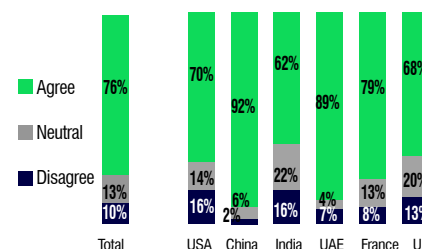
The aviation industry is committed to the goal of achieving net zero carbon emissions by 2050, while also recognizing the need to accelerate efforts and ensure all key

ters of the world's flights, we recognize the responsibility that we must meet that the industry ramps up efficiently for our customers.

Sustainability has fundamentally changed the way the aviation industry operates

76%

agree that the focus on sustainability has fundamentally changed the way the aviation industry operates



Source: GE Aviation

Invest to avail the benefits of sustainability

The airlines we are associated with adopt measures towards sustainability of which alternate fuels and carbon offsetting take center stage. The other measures undertaken towards sustainability include fleet modernisation, sustainable packaging, and effective ground operations.

Many airlines are conducting SAF test flights and collaborating with biofuel producers. Investing in projects that reduce or remove greenhouse gases, such as reforestation initiatives or renewable energy projects enable us to offset our



Thomas Gregory
CEO & Co-founder
Fusion Specialized Shipping
& Logistics

own carbon footprint. Sustainability is crucial for our organi-

Like the pax airline industry, cargo carriers recognize the importance of sustainability and take steps to mitigate emissions

zation as it aligns our growth with environmental and social responsibility. Just like the pax airline industry, cargo carri-

ers recognize the importance of sustainability and are taking steps to mitigate emissions. To manage their carbon footprint, cargo airlines often conduct assessments analysing the emissions, including direct ones from aircraft fuel combustion and indirect ones from ground operations and infra. These assessments help them identify areas of high emissions. While there may be some upfront investments required, the potential benefits and cost reductions related with sustainability initiatives can outweigh the initial expenses.

Fleet modernisation, SAF investment crucial

From the beginning, our mission is not just to steer procurement transactions based on prices. With Cargo₂ZERO, our sustainability solution, we are leveraging our position between the carriers and forwarders, to steer these decisions towards the sustainable options available per booking.

In a nutshell, there are two sets of solutions—the suite of sustainability data and the SAF purchase. Firstly, we offer CO₂ solution calculations, embedded in all workflows powered by CargoAi. On a shipment level, we are providing data to inform clients about their carbon footprint and how optimized their procurement decision is, using CO₂ efficiency score.

In late 2022, we announced a partnership with Neste, the



Magali Beauregard
Chief Customer Officer
CargoAi

leading SAF producer worldwide—our goal was to enable any forwarder access to SAF at the transactional level for one booking or for bulk purchase for any volume share, ranging from 1-100 per cent of SAF. Many small to middle-sized carriers have reached out to us

Many players made strides to ensure the operations become sustainable, and much of it resolved in positive results

to take a step forward with their own SAF offering. We are also working on a couple of projects to support the clients in refining the sustainability data they work with.

This year's Tech Summer webinar will be focused on this topic, as we want to help educate the industry about the urgency needed for pivoting to radically more sustainable pro-

curement decisions and give the clients tangible solutions to reduce CO₂ emissions.

I believe that we are ready discounts the progress we have achieved, and frames the situation to look like we need to get “everything in place” before we begin. But this is not the case today. Many players have made strides to ensure the daily operations become more sustainable, and much of it has resulted in positive business results. Fleet modernisation and SAF investment are examples of the industry recognizing the importance of environmental stewardship. While the global air cargo industry is making progress, there is still more work to be done. The combination of regulatory frameworks and industry collaboration must fill this gap.





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SAF, electric vehicles & e-AWB used extensively

Sustainability is not about being environmentally friendly, but about making the sector function effectively and efficiently. Cargo iQ's work to enhance quality, standards, and visibility in shipment handling to prevent damage and loss of cargo is fundamental to improving the industry's overall sustainability. The more smoothly the operations run, the fewer resources are wasted in rectifying mistakes.

Cargo iQ is working on several projects where our members aim to improve planning and control. With our Care Protocol initiative, our members will be able to combine schedule-based planning of processes with product-specific needs at the various interfaces and handling points. This could, for exam-



Lothar Moehle
Executive Director
Cargo iQ

ple, be the temperature control at transit station, where the GHA can not only offer, but be instructed to ensure that a pharma shipment will be kept in a temperature-controlled environment, customized for the product, while in the care of the GHA. Another project is our Road Feeder

Although SAF is expensive, forwarders and shippers are willing to invest in achieving a clear environment

Services (RFS) optimization activity, where our members will be able to plan RFS legs and processes such as flight operations, to decrease dwell and waiting times for trucks at terminal forecourts. In all conferences and meetings, the SAF to replace kerosene is not only talked about, but several airlines and forwarders are offering their customers this option. Although SAF is expen-

sive, forwarders and shippers are willing to invest in achieving a clear environment.

Besides SAF, many other actions are being taken as well, such as battery-powered vans and trucks, using environmentally friendly covers for pallets against rain and snow, replacing paper-based processes (e-AWB) with electronic devices, warehouses being equipped with LED lights, and landlords fitting photovoltaic modules to generate clean electricity.

These are just a few initiatives our members are fully engaged in. Many small puzzle pieces will lead to a full picture in the future, and I know from many discussions that the industry, and in particular our members, are not just talking, but acting. 🚀



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FFFAI Diamond Jubilee 'fete'

Federation of Freight Forwarders' Associations in India (FFFAI) celebrated its Diamond Jubilee in New Delhi. Piyush Goyal, Union Minister of Commerce & Industry, was the chief guest. The minister also unveiled FFFAI Diamond Jubilee Souvenir, Coffee Table Book and e-Bill of Lading (eBL) to benefit the EXIM trade.







Slight progress in bellyhold capacity: IATA

Cargo capacity, measured in ACTKs, rose by 13.4% as against April 2022. It increased by 3.2% as compared to April 2019 for the first time in three years that capacity has surpassed pre-COVID level. Uptick was driven by bellyhold capacity, says **Willie Walsh, Director General, IATA**.



CT Bureau

IATA, which released the data for April global air cargo markets, showed a continued, but soft decline against the previous year's performance. Global demand, measured in cargo tonne-kilometers (CTKs), fell by 6.6 per cent compared to April 2022 (fall of 7.0% for global operations). This decline was, however, an improvement over the previous month's performance (-7.6%).

Capacity, measured in available cargo tonne-kilometers (ACTKs), rose by 13.4 per cent as compared to April 2022. It was also up by 3.2 per cent compared to April 2019, mark-



Willie Walsh
Director General
IATA

ing the first time in three years that the capacity has surpassed

The industry is adjusting to the implications of the recovery in passenger demand that brings with it an expansion of bellyhold capacity

pre-COVID levels. The uptick is driven by belly capacity as demand in the passenger business recovers. Adjusting to this, freighter capacity declined

by 2.3 per cent. Preighter operations ceased in March after more than two years of continuous activity.

KEY FACTORS INFLUENCING DEMAND

- The global new export orders component of the Purchasing Managers' Index (PMI), an indicator of cargo demand, improved in April. China's PMI level breached the critical 50-mark indicating that demand for manufactured goods from the world's largest export economy was growing.
- Global goods trade increased by 0.2 per cent in March, marking the first annual increase since November 2022



Air cargo market in detail - April 2023

	World share ¹ (%)	April 2023 (% year-on-year)				April 2023 (% ch vs the same month in 2019)			
		CTK (%)	ACTK (%)	CLF (%-pt) ²	CLF (level) ³	CTK (%)	ACTK (%)	CLF (%-pt) ²	CLF (level) ³
TOTAL MARKET	100.0%	-6.6%	13.4%	-9.2%	42.7%	-5.3%	3.2%	-3.8%	42.7%
Africa	2.0%	0.9%	5.3%	-2.1%	48.2%	9.9%	-13.2%	10.1%	48.2%
Asia Pacific	32.4%	-0.4%	41.2%	-18.5%	44.2%	-9.0%	6.6%	-7.6%	44.2%
Europe	21.8%	-8.2%	7.8%	-8.6%	49.7%	-12.2%	-11.6%	-0.3%	49.7%
Latin America	2.7%	-1.6%	8.1%	-3.6%	36.4%	-3.4%	-7.3%	1.5%	36.4%
Middle East	13.0%	-6.8%	10.0%	-7.8%	43.1%	-2.9%	5.1%	-3.5%	43.1%
North America	28.1%	-13.1%	-1.5%	-5.0%	37.3%	3.6%	12.5%	-3.2%	37.3%
International	86.8%	-7.0%	10.7%	-9.4%	49.3%	-5.1%	-0.9%	-2.2%	49.3%
Africa	2.0%	0.3%	5.0%	-2.3%	49.1%	10.4%	-12.2%	10.0%	49.1%
Asia Pacific	29.7%	-3.6%	23.7%	-15.4%	54.4%	-6.8%	-1.2%	-3.3%	54.4%
Europe	21.5%	-8.7%	7.4%	-9.0%	51.3%	-12.7%	-11.3%	-0.8%	51.3%
Latin America	2.3%	-1.0%	11.0%	-5.0%	41.7%	-0.7%	-0.5%	-0.1%	41.7%
Middle East	13.0%	-6.8%	10.1%	-7.9%	43.4%	-2.8%	6.2%	-4.1%	43.4%
North America	18.4%	-12.1%	0.0%	-6.3%	45.9%	4.6%	8.5%	-1.7%	45.9%

¹% of industry CTKs in 2022

²Change in load factor

³Load factor level

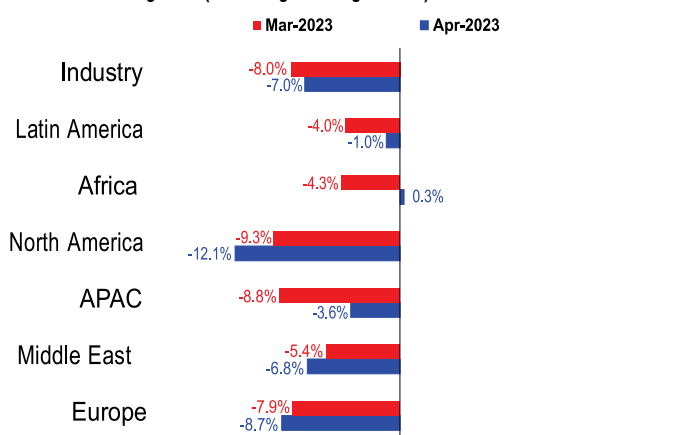
Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical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

• Consumer and producer prices increases have moderated. The April headline Consumer Price Index (CPI) recorded 5.0 per cent in the USA, 0.3 per cent in China, and 3.5 per cent in Japan. While Europe was higher at 8.1 per cent, it is below 11.5 per cent in October last year.

“The industry is adjusting itself to the implications of the recovery in passenger demand that brings with it an expansion of belly capacity. Freight operations stopped in March and freighter services were scaled back by 2.3 per cent in April. The demand

Growth in international CTKs by region (YoY)

International CTK growth (airline region of registration)



Sources: IATA Economics, IATA Monthly Statistics

The uptick in air cargo is driven by belly capacity as demand in pax business recovered

is challenging to read. Tapering inflation is a positive. But the degree and speed at which that could lead to loose monetary policies, which might stimulate demand is, however, unclear,” said Willie Walsh, Director General, IATA.

REGIONAL PERFORMANCE

ME carriers experienced a 6.8 per cent year-on-year decrease in cargo volumes in April 2023. This was a slight decline, 5.5 per cent, in performance compared to the previous month. Cargo capacity increased 10.0 per cent as compared to April 2022.

FACTFILE

➔ Tapering inflation is a positive, but the speed at which that could lead to loose monetary policies might stimulate demand.



Two more cargo flights on anvil

Lufthansa Cargo held an event in New Delhi recently to felicitate its employees and cargo agents. On the occasion, Dr. Andre Schulz, Head, Middle East, Africa, South Asia, and CIS at Lufthansa Cargo said they will soon launch cargo flights from Munich to BLR and Frankfurt to Hyderabad, operating thrice a week.



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Cargo agents struggle as demand declines

Global air freight spot rates fell by 40% in May from a year earlier, while YOY fall in freight rates on most major front haul lanes in May outpaced the industry average. While market sentiment seems to be changing, airlines and forwarders hope for an uptick, says **Niall van de Wouw, Chief Air Freight Officer, Xeneta.**



CT Bureau

As the global air cargo market heads into the weaker summer months with general air freight rates falling in May to their lowest level since March 2020, there is tension among freight forwarders. Latest weekly market analysis by CLIVE Data Services, part of Xeneta indicated to the restlessness among forwarders and airlines, who went in search of cargo volumes.

The air freight spot rates fell by 40 per cent in May from a year earlier, reaching its lowest ebb in over three years of US\$2.41 per kilogram, just days after



Niall van de Wouw
Chief Airfreight Officer, Xeneta

IATA forecast airline cargo revenues and yields could fall by

The influx of belly capacity for the peak summer leisure travel market applied downward pressure on cargo rates

more than 31 per cent and 29 per cent respectively, this year.

Softening of global air cargo demand saw a less severe YOY drop of 1 per cent in chargeable weight in May, the lowest monthly decline in the past 12

months. The influx of belly capacity for the peak summer leisure travel market applied more downward pressure on rates. Global air cargo capacity in May continued its double-digit increase, reflecting a rise of 14 per cent year on year.

An increase in capacity and a shortage in demand led to an inevitable fall in dynamic load factor, CLIVE's measurement of global volumes and weight of cargo flown and capacity available, which fell by 5 per cent versus 55 per cent in May last year.

Niall van de Wouw, Chief Air Freight Officer, Xeneta said, "It is not only rising capacity,



which is causing restlessness. There are several forwarders in the market who want to grow, but cannot because the air freight demand is absent. So, as we highlighted in April, they are looking to take a bigger share from someone else.”

The year on year decline of freight rates on most of the major front haul lanes in May outpaced the industry average. In line with deteriorating Purchasing Managers’ Index (PMI) readings, the outbound south-east Asia market experienced the largest year on year rate fall among top fronthaul corridors. Its spot air cargo rates to the USA and Europe fell by 68 per cent and 62 per cent, respectively, over the month. North-east Asia, excluding mainland China, to the USA saw cargo rates slump 60 per cent from a year ago. The only exception is the corridor from China to the USA. It recorded 31 per cent decline from a year earlier, below the industry average of -40 per cent. This is the only corridor among major lanes to experience a price surge from a month ago.

“The freight forwarders and the airlines are nervous of missing cargo volumes. “It is a time of stick or twist for the airlines

and forwarders. Do they become more short-term driven and flick the let-us-just-buy-the-volumes switch or do they sit it out? Do they take drastic action or hold their course? In my conversations with the

Global summary of the general air freight market in May 2023			
	Dynamic load factor		
Region	May '23	vs May '22	vs Apr '23
	Abs. in %	Change in p.pts %	Change in p.pts %
Global	54	- 5.8	-1.7
Outbound:			
Asia Pacific	67	-3.1	+0.7
North America	48	-5.7	-1.2
Europe	53	-10	-5.1
Middle East & Central Asia	52	-5.8	+0.6
Latin America	61	-3.1	-4.0
Africa	49	+2.4	-0.1

Source: CLIVE Data Services, now part of Xeneta

airlines and forwarders during Transport Logistic in Munich in mid-May, though the market was slow, there was no COVID. But the market sentiment seems to be changing. More airlines and forwarders are accepting that the hopes of an uptick in the peak season demand,” said van de Wouw.

FACTFILE

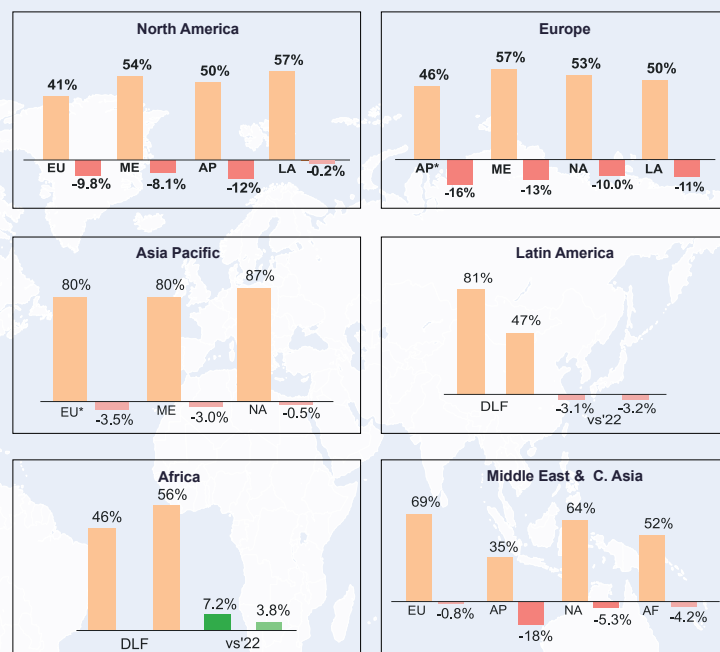
Softening of international air cargo demand saw a less severe YOY drop of 1 per cent in chargeable weight in May 2023.

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

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

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

Source: CLIVE Data Services, now part of Xeneta



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

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

Export growth in commodity groups in May 2023

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

Commodity groups exhibiting positive growth

1	Electronic Goods	1393.45	2424.03	73.96
2	Other cereals	62.32	104.67	67.96
3	Oil Meals	98.63	150.82	52.91
4	Spices	302.81	453.73	49.84
5	Iron Ore	194.64	288.58	48.26
6	Oil seeds	83.07	103.85	25.02
7	Fruits & Vegetables	204.41	245.10	19.91
8	Ceramic products & glassware	317.83	373.02	17.36
9	Rice	855.25	977.28	14.27
10	Tea	49.73	54.11	8.81
11	Cashew	27.41	28.18	2.81
12	Coffee	111.07	112.97	1.71
13	Drugs & Pharmaceuticals	2068.67	2084.89	0.78

Commodity groups exhibiting negative growth

14	Petroleum Products	8475.20	5940.74	-29.90
15	Jute Mfg. including Floor Covering	42.94	30.36	-29.30
16	Handicrafts excl. hand made carpet	156.49	123.52	-21.07
17	Plastic & Linoleum	766.70	650.39	-15.17
18	Organic & Inorganic Chemicals	2568.60	2241.85	-12.72
19	RMG of all Textiles	1415.17	1235.82	-12.67
20	Carpet	127.27	111.25	-12.59
21	Gems & Jewellery	3226.53	2823.25	-12.50
22	Meat, dairy & poultry products	350.00	307.76	-12.07
23	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	1042.81	920.28	-11.75
24	Mica, Coal & Other Ores, Minerals including processed minerals	432.91	382.43	-11.66
25	Marine Products	665.74	599.29	-9.98
26	Leather & leather products	402.63	368.85	-8.39
27	Man-made Yarn/Fabs./made-ups etc.	421.75	395.16	-6.30
28	Engineering Goods	9713.43	9308.87	-4.16
29	Cereal preparations & miscellaneous processed items	238.11	230.79	-3.07
30	Tobacco	93.92	91.25	-2.84

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

Import growth in commodity groups in May 2023

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

Commodity groups exhibiting positive growth

1	Pulses	52.60	131.84	150.65
2	Newsprint	28.23	39.73	40.74
3	Fertilisers, Crude & manufactured	929.91	1180.45	26.94
4	Non-ferrous metals	1631.44	2050.87	25.71
5	Machinery, electrical & non-electrical	3301.73	4138.79	25.35
6	Machine tools	324.84	397.36	22.32
7	Electronic goods	5678.49	6704.18	18.06
8	Iron & Steel	1601.43	1824.55	13.93
9	Professional instrument, Optical goods, etc.	567.48	631.10	11.21
10	Leather & leather products	86.24	95.05	10.22
11	Fruits & vegetables	206.98	218.21	5.43
12	Dyeing/tanning/colouring materials	344.77	354.30	2.76
13	Medicinal & Pharmaceutical products	695.42	703.15	1.11
14	Chemical material & products	1049.37	1059.19	0.94

Commodity groups exhibiting negative growth

15	Silver	446.32	27.15	-93.92
16	Sulphur & Unroasted Iron Pyrites	36.37	6.59	-81.88
17	Cotton Raw & Waste	96.47	58.07	-39.81
18	Gold	6025.81	3693.50	-38.71
19	Vegetable Oil	1702.01	1140.02	-33.02
20	Pearls, precious & Semi-precious stones	2747.47	1878.73	-31.62
21	Organic & Inorganic Chemicals	3224.03	2570.89	-20.26
22	Coal, Coke & Briquettes, etc.	5404.54	4492.11	-16.88
23	Transport equipment	2176.54	1896.85	-12.85
24	Textile yarn Fabric, made-up articles	213.92	188.39	-11.93
25	Artificial resins, plastic materials, etc.	2075.23	1884.84	-9.17
26	Pulp and Waste paper	149.02	136.50	-8.40
27	Project goods	60.43	56.78	-6.04
28	Petroleum, Crude & products	16615.51	15624.10	-5.97
29	Wood & Wood products	602.53	582.05	-3.4
30	Metaliferrous ores & other minerals	926.08	920.73	-0.58

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

dnata continues efforts to reduce carbon footprint

dnata will invest US\$100 million in green operations in two years to enhance its environmental efficiency globally. Also, with the UAE's dry climate, dnata has installed a Reverse Osmosis Plant to re-use condensate water from the cooling systems in its cargo warehouses in Dubai, says **Steve Allen, Group CEO, dnata**.



CT Bureau

dnata, a leading global air and travel services provider, continues its efforts to meet its pledge of reducing its carbon footprint and waste to landfill by 20 per cent by 2024, as part of its two-year green operations strategy. The ground handler's recent initiatives include continued investments in infrastructure, green ground support solutions and, process improvement.

In June 2022, dnata stated it would invest US\$100 million in green operations in two years to enhance its environmental efficiency globally. dnata offers quality and safe ground handling, cargo, travel, catering, and retail services in 38 nations. In 2022-23, its teams handled 710,000 aircraft turns, moved 2.7 million tons of cargo, uplifted 111.4 million meals, and recorded a total transaction value (TTV) of travel services worth US\$ 1.9 billion.

Steve Allen, Group Chief Executive Officer, dnata, said, "We are proud to have made vital progress on improving our environmental performance since the announcement of our strategic objectives. I thank each team member for their hard work and contributing to our green initiatives that help us make a difference across our global operations. We will continue our investments and efforts alongside our partners to further reduce our environmental footprint."

RENEWABLE ENERGY

As part of its efforts to improve

global resource efficiency, dnata has continued to make significant investments in renewable energy. This includes the installation of rooftop solar power systems across its existing facilities.

dnata has installed solar panels at its operating fa-

Also, all electricity purchased in the UK and Ireland is from renewables from local grids.

CONSERVING WATER

In addition to solar power, dnata is investing in systems to collect and re-use condensate from air conditioning units and

water in underground tanks, feeding irrigation systems within the facility and potable uses, achieving a 50 per cent saving on water costs by 2025. The system has been configured in the Philippines using the same technology, but to collect and recycle rainwater for drinking



cilities in Singapore, and at its SnapFresh facility in Australia. These generate more than 4,300 MWh of renewable electricity annually, saving approximately 1.85 million kilograms of carbon dioxide emissions. Phase 1 of a solar PV panel installation in Pakistan also commenced, which is likely to generate 244,000 kWh per annum.

rainwater at both of its existing and new facilities. These initiatives optimize water usage and associated costs. dnata's new 20,000m² cargo facility in Iraq, which will begin operations in 2024, will include environmentally sustainable features, including a rooftop rainwater harvesting system. This will capture, treat, and store rain-

and washing purposes. This technology will also shortly be implemented at dnata's Singapore facilities.

In the United Arab Emirates dry climate, dnata has installed a Reverse Osmosis (RO) Plant to re-use condensate water from the cooling systems in its cargo warehouses in Dubai. This has resulted in 5,000 lit-

ers of reused water per day for washing and cleaning.

dnata also launched a bottle-free drinking water system at its Corporate Headquarters, dnata Travel Centre and Alpha catering facilities, which will reduce plastic consumption and conserve 95,000 liters of bottled water per year.

USAGE OF BIOFUEL

dnata continues to invest in the electrification of its ground handling fleet, and the use of biofuel, wherever feasible, to reduce emissions.

More than 15 per cent of the company's global fleet is now electrified. dnata continues to support its global airport partners to prepare the infrastructure for further electrification, he added.

The company understands electrification is the sole solution to its ground handling fleet. the firm considers airports' climatic conditions and available infrastructure, and invests in a mix of equipment types, including biodiesel, electric, hydrogen and hybrid to maximize environmental and operational efficiency internationally.

As part of the crucial role that it plays during the winter



Steve Allen
Chief Executive Officer
dnata Group

operations in Switzerland, dnata added five new hybrid de-icing trucks to its ground support equipment (GSE) fleet in 2022. This increased the number of electric GSE in its operations to 35 per cent.

In the Netherlands, dnata switched over to 100 per cent biofuel for all legacy GSE fleet in January 2023, marking a milestone in its sustainable journey in Amsterdam, where 55 per cent of its fleet is electric.

REDUCING WASTE TO LANDFILL

To reduce its carbon footprint

In the Netherlands, dnata switched over to 100 per cent biofuel for all legacy GSE fleet in January, marking a milestone in its sustainable journey

in ways other than emissions, dnata is determined to reduce waste to landfill, and is collaborating with industry leaders and policymakers on treatment of global catering waste. dnata is also targeting a 20 per cent diversion of waste from landfill by 2024.

dnata is investing in sustainable solutions for cargo waste materials, such as transport belts and nets, that are destined for landfill. The firm's catering's retail division is working closely with its airline partners, introducing the pre-ordering of passenger inflight meals. This cuts food wastage, and therefore, the need for airlines to burn larger quantities of fuel to transport heavier aircraft.

IATA'S IENVA PROGRAM

In December 2022, dnata signed up to IATA Environmental Assessment program, based on globally recognized environmental and sustainability standards as well as industry best practices.

It is a commitment to improve environmental sustainability within the aviation field and is focused specifically on dnata's core operations. These include cargo handling facilities, catering, freight forwarders, and ramp handlers. dnata is working towards full certification prior to the end of 2023.

UN GLOBAL COMPACT

dnata joined the United Nations Global Compact (UNGC), a voluntary global initiative to promote responsible business practices, and advancement of the Sustainable Development Goals.


dnata is committed to implementing 10 principles of the UNGC in human rights, labour, environment, and anti-corruption. dnata will benefit from access to the UNGC's tools and resources to engage with its staff across the globe and improve their learning and training in sustainability. 🌱





Bahrain for increasing cargo capacity from India

The country is an important trading partner for the Kingdom of Bahrain. We plan to strengthen bilateral trade ties with the nation. We are in conjunction with the GCC countries to negotiate a free trade agreement with India, says **Ali Al Mudaifa, Chief of Business Development, Bahrain Economic Development Board.**

 Ritika Arora Bhola

What was the purpose of your visit to India?

On the back of the CIA Summit, attended by the Kingdom's 60-member business delegation led by the Bahrain Minister of Industry and Commerce, we are having meetings with different companies and stakeholders to bolster the relationship between Bahrain and India.

We believe there are so many untapped opportunities that we would like to capitalize on. We have had a strong relationship with India; Indian FDI stock in Bahrain is in the range of US\$1.5 billion across different sectors, be it



Ali Al Mudaifa
Chief of Business Development
Bahrain Economic Development Board
The Kingdom of Bahrain

financial services, manufacturing, and many other sectors. We are looking to build

We are having meetings with different companies and stakeholders to bolster the relations between Bahrain and India

on that. I am a member of the Economic Development Board (EDB) and India is an important market for us. We have representatives based in the Indian cities of Mumbai and Delhi, who are in touch with the investors to explore opportunities in Bahrain to invest to serve the world.

How are logistics, air cargo and warehousing business shaping up post-COVID?

In October 2021, the Bahrain leadership launched a comprehensive economic recovery plan, which set out the economic priorities for the Kingdom and the growth plans for priority sectors such as air cargo, manufacturing, logistics, tourism, ICT, and financial services. We aim to double the cargo handling capacity volumes to one million tonnes per annum, triple the existing air freight capacity at the airport to one million metric tonnes by 2030, and we have concrete plans in place to achieve that.



How would you rate Bahrain's logistics infrastructure. Is it good for multimodal cargo movement or is there need for improvement?

A good reflection of our infrastructure is thanks to an initiative launched last year, which essentially bonded a corridor linking our seaport to the airport and vice versa and assuring transit cargo companies in the Kingdom to leverage a



multimodal process. This is something that has been done by virtue of the proximity of both ports. We have noticed the need during COVID when ferrying goods from point A to point B by sea was slow and inexpensive, while moving goods from point A to point B by air was fast, but expensive. So, we are looking to achieve this hybrid model whereby the freight forwarders and cargo firms can leverage it to get the best of both worlds. This is something used by the companies during the peak seasons, be it during the summer or the year-end period, to move goods such as commodities and perishables, among others.

We plan to augment infra as we are linked to the KSA via the King Fahd Causeway, opened in 1986, to cater to passengers, freight, road, rail and be linked to the interoperable GCC railway network. Once the project is completed, it will serve as a catalyst for growth and a game changer for Bahrain's logistics.

How is EDB gearing up for growth during slowdown, and Russia-Ukraine conflict? What key growth strategies have been adopted?

We are blessed to be in a region that is experiencing high

growth. The GCC is booming and so is the Kingdom of Bahrain. Since we have worked to strengthen the vital sectors of the economy, Bahrain has experienced an 8 per cent CAGR growth since 2002, and a 13 percent CAGR growth in non-oil exports. In 2002, the Kingdom's nominal GDP was just under US\$10 billion, today it is more than US\$40 billion. We expect our proactive approach as it pertains to attracting investments to augment sectors to create jobs and training opportunities for locals. Upskilling will propel us to continue this trend.

After COVID, we are taking steps to address food security problems by storing commodities and vital food products, especially locally produced food such as aquaculture and poultry. We have plans to grow each of those food verticals to mitigate any risks that may arise when

substantial portion. We plan to strengthen these bilateral trade ties. Our neighbours in GCC are negotiating a free trade agreement (FTA) with India; when it will be ratified and implemented is yet to be determined. It is in process, but it would go a long way towards enhancing the trade relationships and the flow of goods to and from India.

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

We are spending effort and money towards upskilling our locals with the skills of the future such as full stack software development, programming, coding, training and cybersecurity training and artificial intelligence (AI) among others. On the financial services front, we are

Free trade agreements when implemented will go a long way towards enhancing the trade relationships and the flow of cargo to and from India. Today, the Kingdom's GDP than US\$40 billion

you have superior infrastructure. The Danish operator DSV, who recently set up in Bahrain, is considered one of the most prominent third-party logistics providers. Integrated logistics service providers have plans to grow this vertical in Bahrain to cater to this important segment. This is being reflected in some other discussions we are having with logistics companies across the world.

Where do the trade activities with India stand presently. What kind of cargo is moved to and from India?

India is an important trading partner for Bahrain, and we look forward to strengthening this. About 50 per cent of Bahrain's population are expats of which Indians comprise a

concentrating on fintech, insurance, reinsurance, digital banking, and private banking. We are also focusing on logistics, freight forwarding, e-commerce, food, pharma, petrochemicals, hydrogen, and renewable energy.

Our wise leadership has committed towards carbon neutrality and achieving net zero by 2060. We have increased the use of renewables, the number of trees planted across the Kingdom, and mangroves. We are encouraging firms, especially consumers of conventional energy, to adopt renewable and green sources such as solar power. We are looking to shift towards green energy, be it for industrial usage and human use. We have many upcoming govt tenders that will be issued relating to solar farm installations in the Kingdom. 🌱

Logistics meet with a difference

The 5th edition of SCM Logistics World Summit was held recently in Mumbai. Over 150 supply chain experts attended. 'Embracing Agility to Future Proof Supply Chain Ecosystems', was the theme of the summit. It provided an opportunity to learn and network with CSCOs, Supply Chain Directors, and industry experts.



Managing cyber risks in logistics, transportation

The remedy is to identify this event, map it to expose the three types of attacks that can be unleashed, and itemize the risks, if any of the attacks were to occur. It is significant for logistic firms to set up practices to measure criticality of an organization's systems and collect critical cybersecurity preparedness metrics.

Recognizing and managing cyber risks has become a significant facet of any CISO duty in the logistics and transportation sector. According to a NIST May 2022 publication, the most common cybersecurity risks in any given supply-chain/logistic organization include:

- Data leaks, such as external and internal attackers
- Information system breaches through a malicious actor infiltrating an operating system or network
- Ransomware attacks through malware

Generally, the above three types of cyber attacks are perpetrated when people, processes, and technology meet each other

- People could be employees, external users of the system, stakeholders, privileged users, vendors
- Processes could be DevOps processes, change management processes, vendor management, configuration management, production deployment processes
- Technology could be an introduction of IoTs, handheld devices for track and trace, New Edge locations where new software is deployed, data flowing through ports, IPs, and networks

So how do we recognize and manage such risks? The best way to recognize any type of risk is:

Step 1: Identify any event relating to people, processes, and tech that will affect logistic systems or any tracking system in the transportation sector.



This scenario opens possibility of data leaks due to inappropriate handling in case of IT system breaches

Step 2: Map the event to possible exposure to any or all the three types of risks mentioned (Data Leaks, Information system breaches, ransomware attacks).

Step 3: Assess and itemize the possible threat vectors of each risk and the possible mitigation strategies for each of those sectors.

Step 4: Zero in on the security/compliance solutions and other possible strategies for each threat vector, that need to be carried out relating to either of the people, process, and technology domains during and post the event. Carry them out.

Step 5: Make sure to cata-

logue appropriate security adjustments are made to people, processes, and technology to mitigate the organization's logistic system's exposure to cyber-attacks.

Let us illustrate this with 7 as an example. Let us say the scenario is to release a new version of track and trace software that has undergone changes such as adding a new set of users and a new set of handheld devices to track goods. The software is released via a DevOps process to new cloud-based edge locations. We see this change management (process) involves deploying via a DevOps process, requires a new set of users (people) to be onboard.

This scenario opens the possibility of all three types of attacks mentioned above. Data Leaks due to inappropriate handling, while it gets ferried to the edge location, IT system breaches due to faulty and insecure DevOps, and the possibility of insecure deployment configuration of ports,

and system policies leading to system's hijack. The remedy is to follow the above steps to identify this event, map it to the exposure of the three types of attacks that can be unleashed, and itemize the risks if any of the types of attacks were to occur:

- a) validating the identity of users that are going to use this new version.
- b) usage of access control lists in authentication and authorization.
- c) attribute verification.
- d) usage of IAM roles

According to NIST, it is vital for logistic firms to set up enhancing practices to measure the criticality of an organization's systems and actors, build upon it to collect critical cybersecurity preparedness metrics.



Raj Srinivasaraghavan

Chief Technology Officer
SecureKloud Technologies Limited

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

Boosting resilient supply chain operations

FM Logistic's new offering, Control Tower facility set up in Pune, provides consolidation, optimisation, and efficiency—all the prerequisites for a robust supply chain. In today's volatile business environment, it is imperative to build and maintain robust and resilient supply chains.



Ritika Arora Bhola

FM Logistic inaugurated its first Control Tower facility in Pune as part of its strategy to enhance its 4PL and LLP offering. Jean-Christophe Machet, CEO, FM Logistic, Stéphane Descarpentries, MD, Asia and Strategic Projects, Alexandre Amine Soufiani, MD, FM Logistic Singapore and

Predictive analysis is a significant feature of the Control Tower facility

Ajit Jangle, MD, FM Logistic India participated. "Through this new offering, FM Logistic will provide its customers with



centralized transportation control tower services that offer end-to-end visibility. The CT Integrated Logistics Platform enables EDI / API integration with the customer's ERP as well as track and trace sys-

tems to ensure seamless data transfer and 100 per cent visibility. In the case of an exigency, predictive analysis is a key feature of the CT solution that assists in decision-making," said Machet. 🐦

Qatar Cargo relaunches freighters to Haneda, Nice, Manama, Sarajevo



Qatar Airways Cargo has reintroduced cargo and pax flights to Haneda, Nice, Manama and Sarajevo, while expanding its Middle East operations. "The relaunched flights make up for a majority of exports from Tokyo followed by vulnerable cargo and dangerous goods and import general cargo, fish, seafood, fruits, and vegetables," states an official.

Kuehne+Nagel expands to Africa by acquiring Morgan Cargo



Kuehne+Nagel has expanded its presence in Africa by acquiring Morgan Cargo. The company plans to cater perishable market. The acquired forwarder has a presence in South Africa, Kenya, and the UK and employs 450 people. In 2022, it handled 40,000 tons of air freight and 20,000 TEU of sea freight, Kuehne+Nagel stated in a release.

IAG Cargo opens new cargo handling facility at London Heathrow



IAG Cargo has launched a new cargo handling facility at London Heathrow. The terminal handles double the amount of premium loose shipments. The semi-automated New Premia facility will serve as IAG Cargo's new home for handling premium loose shipments.

ECS Group opens new Squair Service Center in India



By opening of its first Asia-based Squair Service Center, ECS Group is growing its capabilities to AWB Verification service offering (known as "Verify"). The Mumbai team will perform the AWB data capture activity for existing Squair customers and allow for growth opportunities.



Asia air freight decreases by 5.5% in April

Due to challenging business environment amid rising uncertainty in global economic conditions, air cargo freight tonne kilometres fell by 5.5 per cent YOY in April, as per the figures released on May 30 by the Association of Asia Pacific Airlines. With freight capacity continuing to increase by 10.4 per cent, the average global freight load factor declined by 10.1 percentage points.



Integrated cargo terminal at Indore airport

An integrated and domestic air cargo terminal and the centre for perishables was inaugurated at Devi Ahilyabai Holkar Airport in Indore. The terminal was developed at ₹13 crore. With this, the airport has enhanced its capacity to handle 73,000 MT annually. The new terminal is slated to handle 25,253 MT of cargo in 2029-30, as per reports.

Lufthansa Cargo to expand operations in India



Lufthansa Cargo is all set to expand its cargo operations in Indian market with Munich to Bengaluru and Frankfurt to Hyderabad flights," says Dr. Andre Schulz, Head of Region, Middle East, Africa, South Asia and CIS, Lufthansa Cargo. The flights will operate thrice a week from these destinations in fourth quarter of 2023.

TVS ILP, Nestlé partner to build Coimbatore warehouse



TVS Industrial & Logistics Parks (TVS ILP) partnered with Nestlé to set up a customized warehouse in Coimbatore. This collaboration marks a milestone for TVS ILP and underscores their commitment to delivering tailored solutions and expanding their footprint in the region. The project's completion represents in the collaboration between TVS ILP and Nestlé.

V-Trans launches tech solution to optimize supply chain ops

V-Trans launched new-age tech-driven solution, 'Complexity Simplified with Solution Design' designed to streamline and optimize supply chain operations. This is launched to provide unprecedented control, efficiency, and real-time visibility to clients. Jay Shah, Head, Solution Design said, "V-Trans' relentless focus on innovation and technology has propelled it to stay ahead of the competition.



SpiceXpress, Ekart unite for first and last-mile delivery



SpiceXpress and Logistics has partnered with Ekart to strengthen its door-to-door delivery capability. As part of this tie-up, Ekart will provide first mile pickup of shipments and deliver them through last-mile connectivity across all serviceable pin codes. This will enable SpiceXpress to offer value, speed, and transparency for its customers.

GMR divests warehouse facility at Hyderabad airport for ₹188 cr



GMR Group has divested 8.18 lakh sq. ft. warehousing facility at the Hyderabad airport to ILP Core Ventures I PTE Ltd., for ₹188.1 crore. GMR Hyderabad International Airport Limited, a step-down subsidiary of GMR Airports Infrastructure Limited, has signed the definitive pacts and closed the transaction with ILP Core Ventures I PTE Ltd.

CJ Darcl launches first intra-city cargo EV in Bengaluru



CJ DARCL Logistics has introduced its first electric vehicle (EV) for intra-city cargo movement in Bengaluru. The initiative is taken to enhance sustainability and company's ambition to achieve zero carbon emissions. Nikhil Agarwal, President, CJ DARCL Logistics Limited inaugurated the pilot run, emphasizing its proactive approach to environmental responsibility.

Jeena & Company opens new warehouse in Bhiwandi, Mumbai



The contract logistics arm of Jeena & Company has raised its warehousing capacity with the inauguration of its largest new warehouse in Bhiwandi, Mumbai. This facility has an area of 1.10 lakh sq. ft. and has a centre height of 50 feet and a 30 feet shoulder height.

Kale inks deal to build next gen digital cargo infra at ANC



Kale Logistics Solutions inked a deal with NorthLink Aviation to build the next gen digital cargo infrastructure. It will assist the NorthLink's express freight and e-commerce terminal at Ted Stevens Anchorage International Airport, a release stated.



MoU to build modern MMCH at Noida airport

Air India SATS Airport Services (AISATS) and Yamuna International Airport (YIAPL) have signed an agreement to build a modern MMCH at Noida International Airport. Sanjay Gupta, CEO, AISATS, and Christoph Schnellmann, CEO, YIAPL, signed the agreement at a ceremony held on 30 May 2023 at Noida airport.

Movements

ALLCARGO SUPPLY CHAIN INDIA

Pirojshaw Sarkari has been appointed as the MD & CEO of Gati-KWE and the MD, Allcargo Supply Chain. Sarkari has joined the boards of both firms and will spearhead the express distribution and contract logistics business. Allcargo has acquired 30 per cent stake in Gati KWE and the balance 30 per cent stake is owned by listed subsidiary Gati.



KUEHNE+NAGEL INDIA

David Roussiere has been appointed as the MD for India, Sri Lanka, and the Maldives at Kuehne+Nagel. As the MD of the India Cluster, he will lead a team of 850 industry experts across 28 locations. His 20 years of experience in the industry makes him ideal to drive Kuehne+Nagel's operations and expand its presence in the Indian market.



BLUE DART EXPRESS INDIA

V.N. Iyer has been appointed as the Group CFO at Blue Dart Express Ltd. (BDEL), Blue Dart Aviation Ltd. (BDAL) and Concorde Air Logistics Ltd. (CALL). With a background in accounts, finance, taxation, treasury operations, financial analysis, and internal controls framework, Iyer has three decades of experience as the Group CFO.



BLUE DART EXPRESS INDIA

Sudha Pai has joined as the CFO at Blue Dart Express Ltd. effective from 1 September 2023. She is a qualified cost accountant who currently is serving as the CFO in DHL Global Forwarding, India. She managed the finance function for ₹8,000 crore-turnover, oversaw four major divisions and a workforce of 800 employees, a release stated.

C.H. ROBINSON WORLDWIDE USA

Dave Bozeman has joined C.H. Robinson Worldwide, Inc. as its the CEO, Board of Directors effective 26 June. Bozeman brings over 30 years of experience at many companies and brands across supply chains, middle-mile transportation, manufacturing, digital and customer service to C.H. Robinson.



IAG CARGO UK

Jenny Critchley has joined as the Chief Transformation Officer at the IAG Cargo to replace David Rose, who takes on a new role in the group. Critchley will focus on expanding the IAG Cargo's sustainability efforts, while driving new business solutions and further growth opportunities. She joins from the IAG Cargo's sister company British Airways.



AVIANCA CARGO USA

Diogo Elias has been appointed as the Vice President, Corporate Development, Avianca Cargo. Elias will lead strategic projects and continue driving the ongoing transformation of the company. Elias has more than two decades of experience in commercial, operational, and new business roles in air cargo, as well as other industries, a company statement stated.



BOLLORÉ LOGISTICS SINGAPORE

Olivier Boccara has been appointed as the CEO at Bolloré Logistics Asia Pacific. Based in Singapore, he will pursue the development strategy implemented by his predecessor Cyril Dumon. He aims to grow the company in key sectors such as aeronautics, healthcare, luxury goods and cosmetics. Boccara joined the Bolloré Group in 1994.



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