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EDITOR: Sanjeet

CHIEF EDITOR

Nisha Verma

nisha.verma@ddppl.com

ASSOCIATE EDITOR

Ritika Arora Bhola

ritika.arora@ddppl.com

GENERAL MANAGER: Harshal Ashar

harshal@ddppl.com

SR. MANAGER: Abha Gupta

abha.gupta@ddppl.com

MANAGER: Jaspreet Kaur

SENIOR EXECUTIVE SALES AND

MARKETING: Samantha Pereira

DESIGN: Nityanand Misra

ADVERTISEMENT DESIGNER

Nitin Kumar, Aditya Pratap Singh

PRODUCTION MANAGER

Anil Kharbanda

CIRCULATION MANAGER

Ashok Rana



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Perishable movement to grow from interior areas

Perishables and pharmaceutical deliveries are on the rise. Regardless of having world-class infra for movement of cold chain products, the sector is struggling with challenges impeding efficiency of supply chain ops, especially in interior areas. A lot needs to be done to facilitate intercity and interstate deliveries.



Ritika Arora Bhola

Be it Mahabaleshwar strawberries, apples from Kashmir, oranges from Nagpur and mangoes from Andhra Pradesh, there has been a surge in demand for intercity movement of fruits, vegetables, and pharma, because of a constant shift in consumer behaviour, preferences, increased internet penetration, and surge in e-commerce after the pandemic.

The increase in the movement has placed new demands on the perishable supply chain. Ensuring adequacy, safety, and resiliency of the supply chains has become critical. The challenge of minimizing wastage, especially in the Northeast, where thousands of tonnes of perishables are wasted every year, needs to be addressed. With perishable exports on the rise, one must examine how cargo movement is taking place at regional and major Indian

airports to facilitate seamless trade and minimize wastage.

The state of cold chain infrastructure in India is promising but needs further development. Addressing perishable wastage requires increasing refrigerated transportation capacity and educating stakeholders. Optimizing cargo movement at domestic airports is critical to promote perishable exports. Challenges such as high operating costs,

limited investments, a fragmented distribution approach, low compliance, expertise in handling perishables, and lack of multi-commodity/multi-temperature storage facilities and the absence of standardized practices continue to hinder the sector's growth trajectory. In conclusion, ensuring adequacy, safety, and resiliency of these supply chains is vital to meet the increased demand for intercity food and pharma deliveries.



FOOD WASTAGE DOWN, PACKAGING IMPROVES

The cold chain industry got its prominence during the pandemic. India came out right on top during distribution of COVID vaccines. We had the

maximum number of vaccines delivered in perfect condition. I did not hear of any vaccines getting spoilt because of poor logistics. The industry provided maximum support as supply chain had to be maintained not just at the airports, but also

in the first mile and the last-mile delivery.

It is an evolving mechanism of innovation that is required to see how one can keep that level of freshness in a continuous momentum until it gets



Keku Bomi Gazder
MD and CEO
Aviapro Logistic Services

to one's stomach. To do that cold chain is the critical part, which includes everything and not just storage. Also, happy to know that perishables wastage is coming down because of innovations in packaging technology. The more we focus on these critical elements within the chain, more fresh is the food going to be. All airports

do not have the same kind of processes. As long as the processes meet the requirements of the regulatory authorities, there should not be any problem. Because at the end of the day, two things matter. Are you in compliance of the rules and regulations—local and in other destinations. Having standardization will only help further, because the supply chain in-

In next four-five years, there is need to focus on creating infra and world-class quality cold chain in tier II and III cities

dustry would then have certain benchmarks, certain levels that can be measured by various external agencies.

FUTURE GROWTH FROM TIER II, III CITIES

Commendable infrastructure development is in place at major airports to facilitate seamless cargo movement. But in the next four-five years, the industry needs to focus on creat-



Ramesh Mamidala
Head, Cargo
Air India

ing infra and world-class quality cold chain in tier II and III cities. The future export growth will come from these cities. Therefore, the industry needs to build the infrastructure that

would include the belly capacity deployment from the airlines in tier II and III cities, the airport infrastructure, the regulatory-related infrastructure,

In next couple of years when linkage is in place, we might see Northeast feeding exotic fruits and veggies across India

in the next four-five years. I feel the agricultural wastage taking place in the Northeast is over-estimated in India.

Connecting the Northeast with air cargo or airline capacity may not be sufficient to move products. Connectivity must come in the form of railway network as well as surface network, which is currently in progress. In the next couple of years when linkage is in place, we might see the Northeast feeding exotic fruits and veggies to the rest of the country. So, with better connectivity we might possibly see much better distribution from the Northeast.

Currently, we have a network capacity of half a million tonnes. We are planning to hike the same to two million tonnes by 2007-end. But if one were to look at the existing capacity of half a million tonnes, 350,000 tonnes are global capacity and 150-170,000 tonnes are domestic. If you look at the volume distribution of all products exported, in total exports, 22-23 per cent comprise perishables. In the domestic market that is a good 30-35 per cent. We do carry perishables in the domestic and the global market.

We will see more perishables being exported in near future mostly from tier II and III cities. In 4-5 years, we would expand our network by connecting to Middle Eastern Europe. In fact, we have flights out of Cochin, a perishable export centre, into Gatwick. We have a flight from Goa to Gatwick, and Ahmedabad to Gatwick.

OPPORTUNITIES FOR PERISHABLE EXPORTS

There are several opportunities available, especially for perishable exporters. India produces a lot, but it is not able to export a lot in terms of the global market share. There have been incremental



Kamesh Peri
CEO
Celebi Delhi Cargo Terminal Management

improvements by the different stakeholders, they are coming together and trying their bit. Ultimately, there is a lot that needs to be devised, especially when it comes to transportation, cold chain, packaging, interim storage before coming to the airports. From the farm to the plate, there are a lot of elements that need to be taken care of. The distances covered are quite significant because there are key airports where there are major capacities available for export. So, for someone who is in the hinterland, (tier II and III cities), for their produce to be picked up

and then brought across to the airport, ferried to the destination, and delivered to the final consumer, several steps need to be covered.

Unfortunately, these various stages are not well taken care of. So, there is a lot of work that needs to be done in that area. We need to make sure that if we

One of the challenges in cold chain infrastructure is the reliance on smaller vehicles, which are less efficient and increase costs

want to export vegetables and fruits in a manner that would give us a better position in the international export market, then we need to do many more things to make that happen.

COLD STORAGES FOR AVOIDING WASTAGE

To ensure the adequacy, and safety of food and medicine deliveries, there are a couple of measures that can be taken. The important factor to consider is the type of vehicle that can be used. Depending on the nature of the product, the mode of transportation needs to be chosen. For local delivery of perishables, reefer trucks and trailers, equipped with cooling systems, are commonly used. These help in maintaining the freshness of the perishables.

Another point to consider is maintaining temperature throughout the product's transit cycle. Any variation can be detrimental to their quality and shelf life. In India, the cold chain infrastructure for transport of perishables is on a growth trajectory. However, when the scope of operations and efficiency are considered, there is space for improvement. One of the challenges in cold chain infrastructure is the reliance on smaller vehicles, which are less efficient, particularly

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Vaibhav Vohra
Managing Director
Continental Carriers

while ferrying larger quantities of perishables. This inefficiency increases transportation costs and leads to delays and losses. India's cold storage facilities are yet to become energy efficient, which results in wastage. This is a concern, more so in a country where perishables and pharma are in high demand.

Investments are required in energy-efficient technology and climate control systems to bring cold storage facilities up to global standards. Expanding cold chain infrastructure in rural and inte-

rior areas where perishables are produced, can reduce wastage, and enhance access to cold storage and transportation services. Reforms are critical; they simplify rules and provide incentives to attract private investments.

The cause of wastage is the lack of infra in remote locations. The Integrated Cold Chain & Value Addition Infrastructure Scheme seeks to create an integrated supply chain to reduce post-harvest losses.

Expanding cold chain infra in rural and interior areas where perishables are produced, can reduce wastage & enhance access to cold storage

The Kisan Rath Smartphone App was launched to improve transportation by providing access to farm produce trucks. A subsidy plan for creating cold chain infra and initiatives such as NLP will enhance logistic infra and cut operating costs.

ENHANCING FOOD & PHARMA DELIVERIES

A key factor driving this surge in B2C deliveries is the progress made in cold chain packaging in the past few years. These advancements have revolutionized the way perishables



Sunil Nair
CEO
Snowman Logistics

are ferried over long distances without the need for refrigerated trucks. These solutions can uphold the desired temperatures, even in cases where deep freezing at -20°C is required for around 72 hours. These developments in cold chain packaging, have brought about many

advantages for firms looking to meet the growing demand for intercity B2C deliveries in smaller quantities.

Developing infrastructure: India's cold chain infrastructure for perishables may be evaluated from a technological and qualitative standpoint. In terms of technology and quality, India's cold chain infra meets global standards. However, there is room for improvement. The country relies on smaller or reefer vehicles for transpor-

While ferrying large amounts of perishables, the smaller trucks are less efficient. Due to this, transportation in India is costly per kg

tation compared to China and the USA where they use huge trucks. While transporting large amounts of perishables, the smaller trucks are less efficient. Because of this inefficiency, transportation in India is expensive per kg.



Building cool & frosty supply chain: In India, vegetables are often priced low, with low production costs. This makes it economically unfeasible for anyone to send refrigerated trucks to farms far from consumption centres and ferry the same to the cities for consumption. When you compare the production with wastage and the cold chain costs, the latter is higher. Farmers, facing this reality, frequently choose not to use cold chains. This is the reason why cold chain infra is sparingly used in the interiors of the country. In urban areas, it is used for products such as Shimla apples, grapes, or imported fruits—the production cost is higher per kg. The situation changes when dealing with lower-cost items such as okra. In such cases, it is challenging for farmers to justify investing in a cold chain infra for a product with such low market value.

COLD CHAIN INFRA IN RURAL AREAS

The surge in demand for inter-city food and medicine deliveries necessitates an approach to ensure the safety and resiliency of perishable supply chains. Adequacy refers to the ability of the supply chain to meet the demand efficiently. Safety entails maintaining the quality and integrity of perishables, and resiliency involves the ability to adapt to unforeseen challenges, such as disruptions



Gubba Kiran
CEO
Gubba Cold Storage

in transportation or adverse weather conditions. To address these aspects, we implement strategies as follows:

- a) Quality control: We adhere to quality standards and conduct regular inspections to ensure perishables meet safety and freshness criteria. Advanced technologies such as IoT-enabled sensors and real-time monitoring play a pivotal role in this process.
- b) Temperature-controlled vehicles: These vehicles maintain the desired temperature range throughout the journey, safeguarding the quality of goods.
- c) Real-time tracking: These systems enable us to monitor

the condition of perishables in transit. In case of deviations from the optimal conditions, corrective actions can be taken to prevent spoilage.

To enhance cold chain infra, PPPs play a vital role. Additionally, incentivizing businesses to invest in cold chain infra in underdeveloped regions can

Incentivizing businesses to invest in cold chain infra in underdeveloped regions can stimulate growth and reduce wastage

stimulate growth and reduce wastage. Educating farmers and producers about the best practices in post-harvest handling and transportation can also reduce wastage. Awareness campaigns promote the importance of proper packaging and storage techniques. Ensuring smooth cargo movement at regional and major Indian airports requires collaboration between various stakeholders. This includes authorities, airlines, and logistics partners. Streamlining customs processes and reducing bureaucratic red tape can expedite the movement of perishable exports.

MISCONCEPTION WITH COLD STORAGE

There is a lot of misconception when it comes to cold storage in India. A lot of people often say that there is shortage of infrastructure for cold chain. I feel that there is a shortage of good, palletized, or automated infrastructure, but there is no shortage of cold chain infrastructure in India. Today build-



Kartik Jalan
Founder & CEO
Indicold

ing a new cold storage facility is a six-month decision. Just a couple of months ago, we got a facility made in 45 days. So, infrastructure is not the issue. It is about the consumers getting aware of what they eat and what they need. I think the pandemic has motivated all of us to consume hygienic and healthy





food and be careful about what we are eating. And that has been instrumental I think in promotion of cold chain infrastructure in the country as well as in improving the services across the country.

Educating farmers and producers about the best practices in post-harvest handling and transportation can also reduce wastage

I will give you a case example. Pineapples are grown in Arunachal Pradesh and other Northeastern states, but the same are not grown in Delhi or other areas. For that, you need rail infrastructure to export pineapples to Delhi and other states. Is rail infrastructure missing? Are the refrigerated vehicles missing? There are many people who have taken lot of subsidies from the government to make that infrastructure available to the farmers, but then why are the pineapples not exported?

I say when the consumer is ready to accept the rise in prices, if he or she is willing to shell out the extra amount, there is someone not providing you the

service. Right now, India is perhaps one of the few countries in the world where drone pharma deliveries have started in remote areas. With all of this, we are seeing a lot of transformation happen. There will be gaps, but I think we are moving in the right direction.

COLD STORAGES TO PRESERVE FRESHNESS

There has been a rise in demand for perishables such as, frozen food, seasonal vegetable & fruits, and pharmaceuticals. These perishables require care to secure their optimum shelf life. Facilities such as cold storage vehicles, temperature-controlled vehicles, thermal blankets have become need of the hour.

Additionally, these storage facilities may need to meet the requirements such as cold rooms, dark rooms to preserve the freshness and quality of perishables. We have introduced customized containers for transportation to save space and increase efficiency. We own and hire fleets across India. To avoid wastage due to short shelf-life of products, the companies need to identify alternate modes of transport for faster deliveries. Supplementing the FSMEs sector, CJ DARCL works on airport to airport model and has the capability to work on door-to-airport, airport to door and door to door model, involving loading



Nikhil Agarwal
President
CJ DARCL Logistics

Expansion of transportation networks, including roads, railways, and airports, are a must to facilitate seamless cargo movement

and unloading of the cargoes, counting, weighing, labelling, categorizing, and packaging.

OPERATING COSTS HINDER GROWTH

Blue Dart cargo planes and their multimodal TCL solution carry perishable shipments to consumers overnight to multiplexes (pin codes) across India with less dependence on cold



Ketan Kulkarni
CCO
Blue Dart

These cold storages must meet the needs such as cold rooms, dark rooms to preserve freshness and quality of products

storage and more reliance on Just-In-Time.

The government's initiatives—approval of 27 integrated cold chain development projects under Pradhan Mantri Kisan SAMPADA Yojana in 2020, highlights the need to bolster this vital infra. Challenges such as high operating costs and absence of standard-

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ized practices continue to hinder its growth trajectory.

The Open Network and Digital Commerce innovation, with the infrastructure push, can create a national grid of expressways and rise in road infrastructure, remove impediments in surface mobility (similar to octroi) along with innovations in packaging (from single use to multi-use, in data loggers (from passive to real-time data loggers), in reefer trucks (from single truck to partitioned trucks) is helping the express industry add its speed to the cold chain infrastructure.

To ensure zero wastage of perishables, constant temperatures need to be maintained throughout the supply chain—from origin to destination. Investment in world-class infra and transportation facilities, including reefer vehicles, by cold chain service providers, airports, and airlines, would strengthen the supply chain.

To address these challenges, there has been a surge in infra development. This includes rapid infrastructure growth, increased digitalisation, and focus on sustainable

logistics. Initiatives such as 'Make in India' and the ULIP have enhanced transparency in the logistics sector. Digitization of work processes, paperless document processing, and shipment tracking have increased the speed of goods movement, while reducing logistics costs. Also, infra development, including expansion of India's road network and the DFC project, is also progressing. For a 33 per cent rise in infrastructure development, the Union Budget for 2023-24 has allocated Rs 10,000 crore for urban transport, and commissioning 50 new airports to improve connectivity.

It also includes the highest ever railway outlay of Rs 2.40 lakh crore, along with proposed PPPs for coastal shipping and transportation, thus addressing the requirements of a rapidly growing economy.

TEMP-CONTROL FACILITIES AT AIRPORTS

An honest observation of the present cold chain infrastructure for transporting perishables in the country reveals measures are yet to be taken to turn the tide into a satisfactory resolution. The supply chains for vegetables and pharmaceuti-



Sunil Kohli
Managing Director
Rahat Cargo

cals lack ripening rooms, inadequate cold storage, and other facilities. The non-availability of reefer vehicles and absence of support for seamless road transportation further add to exporters' woes.

The existing facilities available for pharma shipments have plenty of room for improvement. Hence, logistics coupled with processing of goods at various airports needs to be looked at by handling agencies with care. The industry expects a growth in pharma movement in the future. All airport hubs

should be equipped with cooling/temp control provisions as temperature plays a vital role in preserving pharma's longevity.

The export of perishables has been increasing from major Indian ports. The pace is yet to

Logistics coupled with processing of goods at various airports needs to be looked at by handling agencies. Existing facilities for pharma shipments must be improved

pick up from the regional stations for lack of required infra support. It is observed many exporters from smaller regions prefer to bring their goods to the main export station instead of initiating the required process at their ends.

Such practices are likely to continue until the desired facilities to achieve seamless functions are made available at regional stations. The government and other stakeholders may like to consider it. As regards zero wastage, an efficient cold chain management helps minimize food waste and losses as it can reduce spoilage, damage, and product expiration by maintaining optimal temperature control, implementing efficient handling and transportation practices, and optimizing inventory management. This minimizes financial losses and reduces food wastage.

MORE REEFER VEHICLES, FREIGHTERS NEEDED

We respond to the increasing demand for intercity food and medicine deliveries with a commitment to cold supply chain excellence. We harness cutting-edge technology and logistics solutions for crafting efficient routes to guarantee timely, secure, and precise





Jitendra Srivastava
CEO
Triton Logistics & Maritime

deliveries supported by our partnerships with suppliers and network partners. India's cold chain infrastructure for perishable transportation is on an upward trend.

The Southern and Western states shine with well-developed cold chain networks, while the Eastern and Northeastern regions still await development. It is a must to bridge this divide and unlock the country's potential in ensuring safe and efficient perishable transportation. The challenge is serious, driven by insufficient cold chain facilities, inadequate road, and

rail infrastructure, and creating awareness among farmers, traders, and consumers.

Both the public and private sectors are working together to tackle these issues, but there is no denying the fact that there is much ground to cover. While awareness and increasing costs

An efficient cold chain management helps minimize food waste and losses as it can reduce spoilage, damage and product expiration

persist, collaboration between the public and private sectors hold promise of changing India into a major perishables exporter in the years ahead.

FOCUS ON FMCG INDUSTRY

Last-mile delivery of perishables and medicine is a challenge. Adoption of technologies such as deep freeze wraps, insulated carriers, and shared pick-up reefer trucks for city and intercity travel along with



Chandrakala Bobba
Director
Bobba Group

real-time loggers with IoT connectivity is the solution to ensure safety and resiliency of perishable supply chains.

Cold chain and reefer infrastructure are a deficit for perishables and medicine movement and storage. Micro warehouses (temperature-controlled) in urban and rural districts are key drivers that can help meet this deficit. According to industry reports, cold chain infrastructure can be developed more in the coming years. Perishable wastage and spoilage of biological character are higher in our country,

though enough awareness has been created by the concerned departments and industry stakeholders. Cold chain facilities are expensive and difficult

Creating cold chains are expensive and difficult to establish in remote places and the Northeast, despite government subsidies

to establish in interior places in the Northeast, despite government subsidies. The focus is still on the fast moving consumer goods (FMCG) industry and not on fruits and vegetables in the country. Also, freighter capacities and cold transportation in India are not yet popular in such zones.

FACTFILE

→ While awareness and rising costs persist, tie-up between the govt and private sector promise of changing India into a major perishables exporter.



‘Air cargo in FTAs to boost Indian economy’

India's FTA strategy seeks reliable and robust supply chain allies that will provide investment, technology access and sustainable trade. Prioritizing air cargo in FTAs can have a positive impact on cross-border trade. It can reduce trade barriers, such as customs delays and bureaucratic procedures, among others.



Ritika Arora Bhola

With logistics and air cargo gaining due recognition after the pandemic, emphasis is being laid on prioritizing air cargo in ongoing Free Trade Agreements (FTAs) by the Union government, which are believed to facilitate EXIM trade, reduce trade barriers,

and increase investments. To boost exports, the country has signed the CEPA with the UAE, and the Economic Co-operation and Trade Agreement with Australia. Along with trade agreements, other crucial developments expected to take place include boosting trade infrastructure, digitizing procedures and setting up a fast-track digital mechanism to

facilitate seamless trade. FTAs with these countries are expected to become official in the Q4 of 2023. The country is also in negotiations with Canada for enhancing trade.

STRATEGICAL APPROACH

According to Ernst and Young, India's previous 13 FTAs failed due to a variety of reasons

and led to increase in imports than exports. But now, India is adopting a fresh approach towards FTAs and engaging with those partners that have potential to increase trade and are politically and strategically aligned, stated the report.

India's new FTA strategy seeks reliable and robust supply chain allies that will provide



veloped nations, which would not only boost India's economic growth, but also help the country exploit its full potential and set a benchmark globally.

BOTTLENECKS

1. In the past, the complexity of certification requirements and rules of origin under the FTAs have hindered the country's ability to streamline processes for exporters.

2. The arduous procedures and paperwork have made it difficult for the exporters to meet prescribed standards and the high cost of certificates of origin has increased compliance costs.

3. The government's lack of comprehensive efforts to popularize FTAs among industry stakeholders after their implementation has hindered the FTAs' effective implementation.

4. After the FTAs came into effect, there were limited outreach activities and inadequate marketing to create awareness about their benefits among exporters. Several exporters do not know about the incentives and advantages available to them under the FTAs, resulting frequently in underutilization of the agreements.

5. The disparity in performance of the manufactur-

ing sectors in the country and its FTA partner economies such as South Korea, Malaysia, Vietnam, and Thailand are another factor hindering the progress of the FTAs. South Korea

After the FTAs came into effect, there were limited outreach activities and inadequate marketing to create awareness about their benefits

and ASEAN's manufacturing sectors outperformed the country in critical industries such as electronics, automobiles, leather, and textile products, and the like.

6. ASEAN countries' focus on research, innovation, the government support, and upgrading value chains has allowed ASEAN member states to produce goods at a lower cost, enhancing their global competitiveness. But Indian manufacturers face challenges that make importing from ASEAN countries and South Korea expensive than domestic production.

7. More awareness to be generated.

BENEFITS

1. Positive impact on cross-border trade.


2. FTAs will enhance accessibility to a wider range of markets.

3. Enable businesses to engage in international trade and reach consumers globally.

4. To explore vast opportunities in sectors such as agriculture and electronics.

5. Reduce trade barriers, such as customs delays and bureaucratic procedures, to further facilitate trade.

6. FTAs will increase India's exports in sectors such as pharmaceuticals, textiles, and electronics

 spoke to air cargo industry stalwarts for better understanding of its significance.

FACTFILE

➔ **Several of the Indian exporters were virtually unaware about the incentives and advantages available to them under the FTAs, resulting in underutilization of the trade agreements.**



investment, technology access and sustainable trade. Along with lowering tariffs, priorities include building resilient supply chains, production integration, digital trade, and environmental protection, said experts. Previously, there were many challenges related to certifications and regulations, the industry and the government are gearing up to overcome the obstacles and sign FTAs with de-

AIR CARGO OFFERS EFFICIENCY IN QUICKER DELIVERY

Air cargo should indeed be considered as a priority in Free Trade Agreements (FTAs). Prioritizing air cargo in FTAs can have a positive impact on cross border trade. Firstly, air cargo offers unmatched speed and efficiency in transporting goods, reducing lead times, and allowing quicker delivery of products. This efficiency can lead to a boost in trade activities. It enhances accessibility to a wide

range of markets, making it easier for businesses to engage in trade and reach out to consumers internationally.

Secondly, air cargo is crucial for perishable and high-value goods that require swift transportation for maintaining quality and value. Prioritizing air cargo can open lucrative avenues in agriculture and electronics. Provisions related to air cargo in FTAs can help reduce trade barriers, such as customs delays and bureaucratic

Provisions related to air cargo in FTAs can help reduce customs delays and bureaucratic procedures, and further improve trade

procedures, further facilitating trade. Therefore, prioritizing air cargo in FTAs can streamline cross-border trade, boost economic activities, and help countries harness the benefits

of global commerce. Prioritizing air cargo in FTAs can offer several advantages to India's EXIM (export-import) trade, investments, and participation in global markets. India's exports, especially in sectors such as pharma, textiles, and electronics, can benefit from quicker and reliable transportation through air cargo. This can open new markets and increase export volumes. A robust air cargo infrastructure can make India a foreign investors looking to establish supply chains or manufacturing operations in the country. It also enhances the country's position as a favourable investment destination.

Participation in global value chains becomes more accessible when there is efficient air cargo connectivity. Indian businesses can become integral parts of international production networks. Increased exports and foreign investments stimulated by prioritizing air cargo can contribute to economic growth, job creation, and overall prosperity. It enhances India's competitiveness on the global stage by reducing logistics costs and lead times.

Overall, prioritizing air cargo in FTAs can serve as a catalyst for India's economic growth, boosting exports, attracting investments, and strengthening its position in the international marketplace.



Keku Bomi Gazder
MD and CEO
Aviapro Logistic Services



Cyrus Katgara
Partner
Jeena & Company

ENSURING SEAMLESS CROSS-BORDER TRADE

The primary objective of FTAs is to ensure seamless cross-border trade eliminating the setbacks such as duties and trade barriers. As air cargo plays a



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pivotal role in the movement of goods across borders, prioritizing air cargo in FTAs is of paramount importance. Any bottlenecks existing in the current

Prioritizing air cargo in FTAs implies promotion of the products at a global pedestal, igniting more discussions around it

air cargo landscape and posing as hindrances could be dealt with upon prioritizing the discussions on air cargo in FTAs. The more it is talked about, the more viable solutions are expected to surface.

The government needs to promote air cargo as a product in the FTAs and strive for unrestricted skies policy, which has the potential to leave a positive

impact on cross-border trade. Currently, dependence on ocean cargo with respect to the Indian EXIM trade is way more than that on air cargo. There are countries who have been immensely benefited by introducing air cargo in their FTAs.

It will not be incorrect to predict that if India walks the same path, it will not only give a boost to the country's EXIM trade, but also increase investments and participation. Prioritizing air cargo in FTAs implies promotion of the products at a global pedestal, igniting more discussions around it.

Ultimately, it will be driving more foreign investments and participation from global players. Furthermore, when the sector is prioritized, a lot of roadblocks are most likely to get the attention of the concerned bodies and banished with time leading to an improvement of the sector and fostered the EXIM trade.

FTAs TO IMPACT CROSS-BORDER TRADE

The impact of prioritizing air cargo in FTAs on cross-border trade depends on the specific circumstances of the coun-



Vipin Vohra
Chairman
Continental Carriers

tries involved. It can lead to increased trade volume, faster delivery times, and improved access to global markets for

certain industries. However, it is essential to strike a balance between air cargo and other modes of transportation to ensure diverse trade options and

It is essential to strike a balance between air cargo and other modes of transportation in a bid to ensure diverse trade options

mitigate environmental and cost-related concerns. While there are benefits to prioritizing air cargo in FTAs, it is crucial to consider the broader implications, including economic, environmental, and logistical factors, to make informed decisions that maximize trade benefits, while minimizing potential drawbacks. FTAs will also enhance the following:

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1. Speed and efficiency: Air cargo is known for its speed and efficiency in ferrying cargo across borders. Prioritizing air cargo in FTAs can lead to quicker delivery times, reducing lead times for businesses and consumers.

2. Perishable and high-value goods: Air cargo is useful for ferrying perishables, pharmaceuticals, and high-value goods such as electronics and luxury items, that require swift and safe transportation to maintain their quality and value.

3. Supply chain resilience: The pandemic highlighted the importance of supply chain resilience. Air cargo was critical for transporting medical supplies and vaccines during the pandemic. Prioritizing air cargo in FTAs can help ensure a resilient supply chain for essential goods.

4. Global reach: Airports and airlines cover a wide range of destinations, allowing the businesses to access global markets easily. This can be especially beneficial for countries with limited land connections or geographical constraints.

FTAS PROMOTE EoDB, REDUCE TRADE BARRIERS

India has been promoting ease of doing business (EoDB), and



C K Govil
CMD, Activair Airfreight India and
President, ACAA

FTAs are a testimony to that effort. India has been promoting FTAs with bilateral and regional partners to boost export-oriented domestic manufacturing. Last year, India carried 2.2 million tonnes of air cargo, 70 per cent of which was to globally. This is 1/10th the size of the American air cargo market and 1/5th of China's. This figure can increase if only air cargo is prioritized under the FTAs. India currently has 13 FTAs under operation and eight are under talks. These are bound to uplift Indian trade.

In the past five years, India's merchandise exports have grown by 20.75 per cent to countries with which it has signed FTAs. It will go up if

FTAs focus on air cargo. While the NLP and PMGS gave recognition to air cargo, it needs to boost the prioritization FTAs can provide. The FTAs reduce trade barriers and remove export regulations and facilitate EXIM traffic. India's exports to ASEAN nations have risen from US\$25.13 billion in 2016 to US\$31.49 billion in 2021.

In the past five years, India's exports have grown by 20.75% to countries with which it has signed FTAs

Our exports to SAFTA nations have grown from US\$18.60 billion in 2016 to US\$22.08 billion in 2021, and to South Korea from US\$3.52 billion in 2016 to US\$4.68 billion in 2021. Our FTAs have brought in investment worth US\$89.54 billion in five years. This is just the beginning. We have seen a trend when an FTA is signed. This will attract foreign investors to India. Air cargo cannot be left behind amid all this action.

BILATERAL, MULTILATERAL TRADE PACTS BRING IN FDI

According to IATA, 1 per cent increase in air cargo linkage is



P. Balasubramanian
Founder & CEO, Air Cargo Consultancy
International Services (ACCIS)

Trade pacts bring in FDI leading to both setting up of new facilities and enhancement of existing capacity

associated with a 6.3 per cent increase in total exports and imports. We need not go back into history but recall the recent critical role played by air cargo during COVID. The value of air cargo, in saving lives, was recognized globally. Given that air cargo moves 1/3rd of the global trade by value, as per a recent



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EMAILS & CONTACT DETAILS

mitra.ayon@laxna.in - +91 98995 85397

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study. It indicated to a direct relationship between air cargo and increased participation in global trade. It is obvious the speed of air cargo plays a critical role in a business's quest for access to competitive markets and to establish themselves as a long-term player. The correlation between air cargo and boost to EXIM trade by 1:6.3 is supported by the results of the study quoted earlier.

Access to more markets and expansion of global footprint is enabled by the governments entering into pacts with other countries in sectors such as textiles, garments, leather or gems and jewellery or in the new age technological products such as electronics involving semi-conductors, microchips, other hardware equipment/accessories and the list is long.

Bilateral and multilateral trade agreements bring in for-

eign direct investment leading to both setting up of new facilities and enhancement of existing capacity. One of the significant objectives of such enhancement of production capability is to boost export trade to narrow the gap of balance of trade. These steps play a vital role in increased participation of India in the international arena and, in fact, is getting into a coveted position of being looked up to as an important member of the international fraternity.

FTAs BENEFICIAL FOR INDIAN EXPORTERS, CONSUMERS

FTAs are essential for all countries to have a better and improved movement of goods. India has been doing a lot of work since the past few years to expand presence in major international markets. The country is trying to sign up FTAs with developed nations, which could be beneficial for both Indian exporters as well as



Yashpal Sharma
MD
Skyways Group and President, ACFI

Indian consumers. Some of these pacts have already shown positive results with some of the countries. And I am sure as time goes along, the countries that we have already signed up agreements with will see a very solid graph of growth of trade. And we are looking towards the

new agreements that are going to be signed, will come up as a big boost for consumers of the country. For commodities, especially food products, the government policies are driven by how much gets produced, what is the immediate need of the Indian consumer, as well as what is happening around

We are looking towards the pacts that are going to be signed with the developed nations. It will be a big boost for Indian consumers

the world. Geopolitical tensions across the world have an impact on the government policies because the foremost concern of any government is to feed its nation. 🇮🇳



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Celebrating the launch of Arabian Cargo Awards

These awards are by the industry, for the industry and created by those who make the industry what it is today—a force to reckon with. The Arabian Cargo Awards, encompassing the industry in the UAE, Kingdom of Bahrain, Qatar, Kuwait, Kingdom of Saudi Arabia, Sultanate of Oman, and other GCC countries, has a pioneering internet-based voting system for ensuring impartiality.





Join us as we prepare to recognise the key players of the region's logistics and cargo industry in the Arabian Cargo, which will take place on 24 October 2023 at Sofitel Dubai Downtown.

The awards will be held in honour of the 'unsung heroes' of the Middle East's air cargo and logistics fraternity. Tipped

THE CEREMONY

Anchored in a distinctive blend of jury judgment and voting, these awards embody a beacon of fairness and impartiality. The journey culminates in a ceremony that exudes sophistication and grace, attracting eminent figures from the sector. Join us in recognizing the unsung heroes, the trailblazers, and the innovators who

goTVNews, CargoTalk Middle East, and Cargo Breaking News, these awards commemorate the triumphs of the Middle East's cargo and logistics sector.

Discussing this event, San Jeet, Director, DDP Group, said, "These awards will set a benchmark for all in the cargo industry. We recognize the



to be the Oscars of the cargo industry, the Arabian Cargo Awards will give a clarion call to the best of the best in all regions to participate in the ceremony, which is only through invitation.

Expected to make an impact on the industry, the stalwarts of the fraternity will come together to witness a special black-tie event in the UAE. The event is organized by DDP Group, the exclusive B2B media company in the Middle East. With over 22 years of presence in the UAE, DDP Group is the trusted source of news for both the cargo and travel markets in the region. The success of the India Cargo Awards, launched in 2013, steadily paved the way for emergence of the Arabian Cargo Awards.

This is one special night of glitz and glamour for honouring the achievers of the cargo industry. These awards are by the industry, for the industry and created by those who make the industry what it is today—a force to reckon with.

The Arabian Cargo Awards is a special night of glitz and glamour for honouring achievers of the cargo & logistics sector

shape the logistics and air cargo landscape. The event promises to be an evening of honour, inspiration, and networking.

Take part in this ceremony by nominating individuals, companies, or projects deserving of acknowledgement for their remarkable contributions in the air cargo and logistics sector. Your nomination signifies a commitment to honouring excellence and nurturing industry advancement. The Arabian Cargo Awards represents the pioneering internet-based voting system for awards, ensuring impartiality. With the backing of premier media partners, including Car-

efforts of those working behind the scenes, motivate them and applaud them for their services." Planned as an exclusive event, the DDP Group will hold the event annually. To learn more about the awards, categories, and submission guidelines, please visit our website www.arabiancargoawards.ae.

WHO CAN BE NOMINATED?

- The Arabian Cargo Awards are open to anyone who is a part of the logistics and cargo industry in the GCC.
- Those who stand out for their exceptional work and those who are emerging victors of the market.
- The event is organized by DDP Group, the exclusive B2B media company in the Middle East.
- The awards represents the pioneering internet-based voting system for awards, ensuring impartiality.

Kuehne+Nagel promotes gender diversity, inclusion

On 21 September 2023, Kuehne+Nagel, a leading international logistics provider, organized an event in Mumbai, promoting gender diversity and inclusion. The event titled 'Generating the Ripple Effect for Change' brought together Kuehne+Nagel's leadership and women leaders from diverse fields to celebrate and share their inspirational stories. The occasion celebrated the contribution of women in the country's logistics sector. The company highlighted its initiatives and ongoing projects related to Diversity, Equality and Inclusion. The event had insightful panel discussions around experiencing discriminatory practices in workspaces and measures taken to break these biases.



With over 79,000 employees at 1,300 locations in close to 100 countries, Kuehne+Nagel Group has made its strong global market position in air, sea, road, and contract logistics, with a focus on integrated solutions. The company recently held an event in Mumbai, titled 'Generating the Ripple Effect for Change', to celebrate and felicitate women who serve as examples of courage, hope, and resilience, each possessing an inspiring story to share. This event underscores the com-

pany's dedication to nurturing an environment where talent flourishes, innovation thrives, and every individual is valued for their uniqueness. The company believes diversity acts as a catalyst for innovation, fostering an environment where fresh ideas prosper, and business excellence is achieved.

The event was truly a breakthrough for women across all sectors. David Roussiere, Managing Director, Kuehne+Nagel India, Sri Lanka and the Maldives, inaugurated the event

by lighting the lamp along with notable dignitaries. "No business today can survive without a focus on gender diversity. We believe diversity is an important element that will unlock the potential of our company and that is central to our strategy," said Roussiere, while welcoming the audience.

Two insightful and motivational panel discussions on 'Navigating the unconscious bias' and 'Breaking the bias' were held wherein the women panelists recounted their life

stories, shared their unique journeys and experiences, and discussed their sources of inspiration.

Kalyani Raj, President, AIWC and Alankrutha Attaluri, Joint Revenue Commissioner, Mumbai along with women leaders from various industries shared meaningful experiences, inspiring everyone, especially Kuehne+Nagel's next generation of women leaders. The panelists unanimously agreed on competency, courage, communication and ethics



being the pillars that help move up the professional ladder and achieve goals.

In the first panel discussion on 'Navigating the unconscious bias' many relatable stories shared by the panelists inspired the attending delegates. Women on the panel agreed that taking up new opportunities, challenges and not being limited by their own job description helps shaping up any individual's career graph. There was unanimous support for sabbaticals or taking a break from work for personal growth.

One of the panelists narrated a personal experience of her mother's journey. She shared that the previous generation of career women, felt a sense of glorification if they could do everything by them-



selves. Based on this, they nurtured the current generation with the belief that women should continually challenge their limits, never pausing for rest. Nonetheless, the modern career-oriented woman now

sees taking breaks or sabbaticals as integral to their career journey. During the panel discussion, the participants explored reasons why women should not carry guilt for these career pauses and discussed

the importance of organizations providing support for such pursuits.

The second round of discussion was around 'Breaking the bias'. The panelists exchanged their professional insights and emphasized the vital role of open communication in addressing biases. They stressed breaking this pattern requires individuals to speak up and organizations to enforce diversity-focused policies. Women should be considered and recruited for a wide array of roles and positions to promote diversity and inclusion.

The event concluded with closing remarks by Marcus Balzereit, SVP Sales and Marketing, Kuehne+Nagel APAC, who appreciated women for mastering all parts of life, while striving in leadership journeys.







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ACAAI elects Govil as Prez, Shah as VP in 53rd AGM

CK Govil was elected as the President of ACAAI by the Managing Committee at its 53rd Annual General Meeting (AGM) held in Mumbai recently. Samir J Shah, Partner, JBS Group of Companies has been elected as the Vice President and Vikram Kumar, Director, CTC Air Carriers, as the Honorary Secretary General.

Ahead of its upcoming 47th Annual Convention in Kuala Lumpur, Malaysia in November from 23-26 November, the Air Cargo Agents' Association of India (ACAAI) held its 53rd Annual General Meeting (AGM) in Mumbai.

CK Govil, Chairman & Managing Director, Activair Airfreight was elected as the President of the association by the Managing Committee.

The Committee elected Samir J Shah, Partner, JBS Group of Companies as the Vice President; Vikram Kumar, Director, CTC Air Carriers has been elected as the Honorary Secretary Gen-



NEW OFFICE BEARERS ELECTED

- CK Govil
President
- Samir Shah
Vice President
- Vikram Kumar
Honorary Secretary General
- Praveen Menon
Honorary Treasurer

eral and Praveen Menon is now the Honorary Treasurer. Afzal Malbarwala, Managing Director, Galaxy Freight stepped down from

the position of the President this year after serving ACAAI for two consecutive years as the President. Members of the Manag-

ing Committee are Mahesh Trikha, Anil Vazirani, Siddharth Jairaj, Chaitaly Mehta, Ronnie Goveas, Amit Koley.

100% digital adoption likely for logistics industry

With acceptance of tech at airports/ports across the world and regulatory push adding to the momentum, stakeholders with digital maturity are opting for freight corridors. Recent G20 will bridge the gap between developing and developed world, says **Vineet Malhotra, Co-founder and Director, Kale Logistics Solutions.**



Vineet Malhotra
Co-founder and Director
Kale Logistics Solutions

Tell us about the recent and ongoing projects, and investments made by your company in upgrading technology?

In India, we are working with all major airports such as Delhi, Mumbai, Guwahati, Goa, Ahmedabad, Jaipur, Lucknow, Bengaluru, and Cochin and will soon announce many other airports. Our CCS has been at the forefront of new innovative tech interventions such as Artificial Intelligence, Machine Learning, Blockchain and Internet of Things. Our focus is to create a network of networks with local CCSs integrating national CCS, which will link regional CCSs thereby making it a large global network of airports/ports with seamless exchange of data and information.

Share with us your major expansion plans and projects in pipeline?
With our series B funding

round, we are poised to expand in the European and North American markets. And in the coming months, we have some exciting news coming up from North America, Middle East, and Asia Pacific. Some of the largest airports and ports have chosen our solution and we are all set to go live. With this, our global footprint would increase, and we wish to tackle lack of awareness and other key challenges.

Do you think India has the right skill set to use and deploy tech and if the Indian business houses are ready to adopt 100 per cent digitalisation?

Contrarily, India is far more matured for technology adoption and the world is largely reliant on India to go digital. The best example to quote here

would be India's e-AWB ranking. Since the past nine years, we have seen a paradigm shift with Digital India initiative. Also, NLP, Sagarmala, Bharatmala and PMGS are some game changing initiatives that are rapidly pushing digitization in India. Therefore, in the next few years, we can expect 100 per cent digital adoption in the logistics industry.

What are the crucial areas of concern when it comes to deploying tech?

One area of concern would be data integrity. Our cargo community systems (CCSs) are integrated with multiple ERP systems and involve the airport/port complex stakeholders. In such a case, we must diligently verify and validate before making these integrations. Added to this, lack of acceptance in the initial

stages needs to be addressed. In some mature markets, we see a widespread disregard for technology. Overcoming these blackspots will make our work seamless.

Digital freight corridors are the buzzword. Do you see it shaping up businesses in the coming years?

With acceptance of technology at all airports/ports worldwide and the regulatory push adding momentum to the same, now the stakeholders with digital maturity are thinking beyond and opting for freight corridors. The recent G20 announcement is a welcome measure, and it will bridge the gap between the developing and the developed world. With this, digital freight corridors are not mere buzzwords, but statements to be considered seriously.



ACFI Kerala Chapter opens, Manoj P Joseph is Chairman

I will strive to maintain close ties with every Task Force Pillar under the ACFI umbrella. This will ensure the effective execution of our initiatives in the region, says **Manoj P Joseph, Chairman, Kerala Chapter**. The aim of the new chapter is to align itself with the ACFI Head Office, says **Yashpal Sharma, President, ACFI**.

Air Cargo Forum India (ACFI) launched its Kerala Chapter under the chairmanship of Manoj P Joseph, Cargo In-charge, Cochin International Airport. With an experience of over two decades under his belt, he is a veteran in the airport and aviation sector.

Kerala Chapter Board members will be selected by the ACFI Governing Board and Secretariat in due course of time to boost the air cargo trade in the region, advocate regulatory changes with authorities, upskilling by conducting trainings, events, and workshops, and invite collaboration with fellow trade bodies to steer the sector in Kerala and at the national level.

The chapter's objective is to align itself with ACFI Head Office and drive common goals of promoting the industry to bring it on par with the best global air cargo ecosystems. The four airports covered under the Kerala chapter are:



(3rd from left) Manoj P. Joseph elected as the Chairman of Kerala Chapter, ACFI

Cochin International Airport, Thiruvananthapuram International Airport, Calicut International Airport, and Kannur International Airport.

Among those who participated in the event included 100 delegates of air cargo and aviation industry, ACFI Governing Board Members and senior leaders from trade associations, including Steamer Association, Indian Chamber of Commerce,

FICCI, ACAAI, AMTOI, FF-FAI and CCBA. S Suhas IAS, MD, Cochin International Airport was the event's chief guest and Yashpal Sharma, President, ACFI and Managing Director, Skyways Group presided over. Sanjiv Edward, VP, ACFI and CEO, Cargo & Logistics, GMR Group, Satish Lakkaraju, Chairman, Event Management Task Pillar, ACFI, and Global Head, Air Freight & Pharma, WIZ Freight, and Kamesh Peri,

Governing Board Member, ACFI, and CEO, Celebi Delhi Cargo Terminal Management, were also present.

Joseph said, "As the Chairman, I must strive to maintain close ties with every Task Force Pillar under the ACFI umbrella. This will ensure the effective execution of our initiatives in the region, with the support of the ACFI President and federation members. My vision is to set up links between the new chapter and the vital players in air cargo and supply chain sector in Kerala."

He added, "The air freight field is undergoing a transformative phase, driven by advancements in technology, evolving regulations, shifting processes, and business environments. This change marks the role of air cargo, and I am dedicated to navigating and embracing these changes for the benefit of our industry."



Yashpal Sharma, President, ACFI addressing the gathering

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AMTOI holds its 24th AGM

Association of Multimodal Transport Operators of India (AMTOI) recently organized its 24th Annual General Meet (AGM) in Mumbai on September 14, 2023. President Xerrxes Master, Hon. Secretary Arun Kumar, Hon. Treasurer Devpal Menon addressed the gathering and read out annual report for 2022-23.

Shyam Jagannathan, Director General of Shipping and Additional Secretary, Government of India, was invited as the Chief Guest and Shankar Shinde, Chairman, FFFAI and Chairman, International Federation of Customs Brokers' Associations (IFCBA) attended the event as Guest of Honour. The newly elected office-bearers for the term 2023-2024 enlisted below:

NEW OFFICE-BEARERS

- ➔ Xerrxes Master—President
- ➔ Arun Kumar—Vice President
- ➔ Devpal Menon—Honorary Secretary
- ➔ Haresh Lalwani—Honorary Treasurer





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FFFAI joins MoF to boost EXIM trade, LPI

FFFAI would be jointly working with Union Ministry of Finance in conducting research study, monitoring in achieving goals towards trade facilitation of international EXIM trade. This would result in cutting transaction cost or reducing dwell time and benefiting the country by saving forex reserves outflow.

Federation of Freight Forwarders' Associations in India (FFFAI) delegation met Sanjay Malhotra, Revenue Secretary, Union Ministry of Finance recently.

They discussed EXIM trade facilitation measures to enable speedy shipment clearance timelines and improvement of processes in customs clearance and logistics.

FFFAI would be jointly working with Union Ministry of Finance in framing research study, which would be monitored in achieving goals towards trade facilitation of International EXIM trade. This would not only result in transaction cost saving or reducing dwell time but would also benefit India by saving forex reserves outflow (collected in the form of detention charges by foreign shipping lines due to delay in clearances).



Shankar Shinde
Chairman
FFFAI

The study would be reviewed from time to time across the country to recommend policy changes. Shankar Shinde, FFFAI Chairman, informed the federation would collaborate with the Union Ministry of Finance in initiating research studies to achieve ease of doing business (EoDB)

and Logistics Performance Index (LPI) ranking.

FFFAI also reiterated its support to the CBIC, Union Ministry of Finance in its endeavours. "FFFAI is committed to extend its support and contribution to the govern-

The federation is also committed to extend its support and contribution to the Union govt in achieving the US\$5 trillion economy by 2025

ment in achieving the US\$5 trillion economy by 2025. Logistics has a pivotal role

to play in this regard and the Government of India collaborating with the logistics industry professionals will have to continue strengthening the trade facilitation measures through developing world standard infrastructure and formulating conducive policies for fast, smooth and end to end logistics operations.

We have witnessed a significant jump (6 ranks) in the World Bank LPI-2023. We are confident that the collaborative approach would position the country on the top rank soon," said Shankar Shinde, Chairman, FFFAI.

Among those in the delegation were Chairman Elect Dushyant Mulani, Vice Chairmen Rajesh Verma and Amit Kamat, Honorary Secretary Vinod Sharma, Honorary Treasurer Sudhir Aggarwal, and Advisor S. Ramakrishna.



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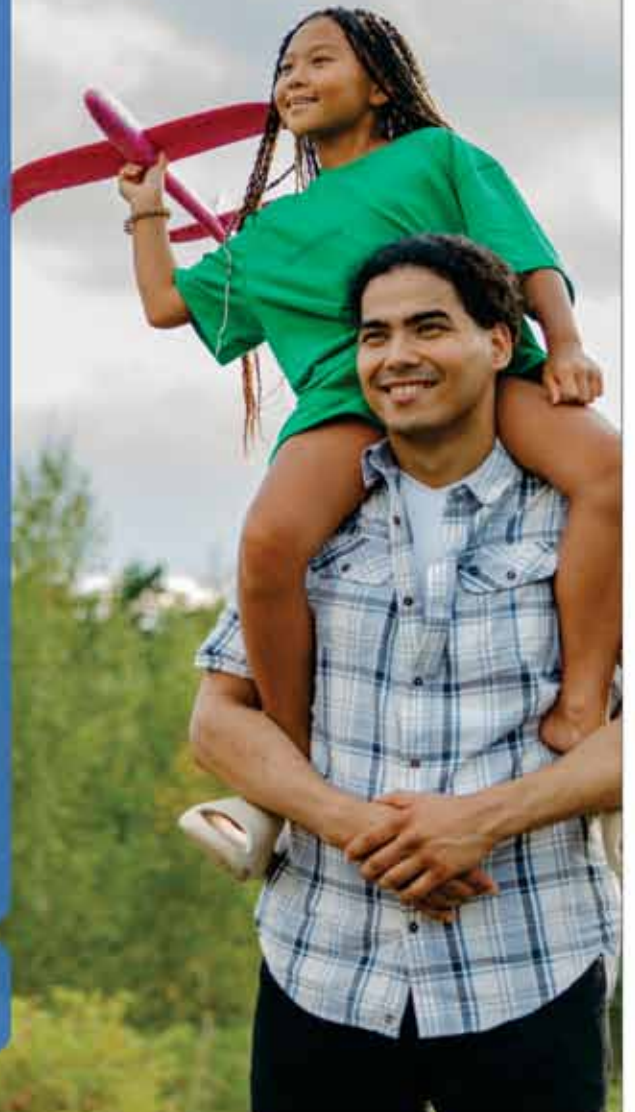


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Mango exports from BLR zoom by 124% in 2023

Prominent metropolitan regions such as Dallas Fort Worth, Washington D.C., and San Francisco in the USA have played a significant role in fostering this growth, says **Satyaki Raghunath**, Chief Strategy and Development Officer, BIAL.



CT Bureau

As the mango season has drawn to a close, Kempegowda International Airport, Bengaluru (KIAB/BLR Airport) has recorded a remarkable surge in mango exports setting a new benchmark when compared to the previous year. Demonstrating a consistent upward trend in exports, BLR Airport has achieved an impressive 124 per cent growth in mango exports for this season compared to the previous year, establishing a three-year tonnage record. In 2023, BLR Airport processed an export of 6,84,648 kg of mangoes, showcasing a significant rise from the 3,05,521 kg exported in the previous year.

Furthermore, this season's exports saw an impressive 86 per cent increase in the number



Satyaki Raghunath
Chief Strategy and Development Officer,
BIAL

of pieces, with approximately 17 lakh pieces of mangoes being exported. BLR Airport's expansive export network spans more than 60 international destinations. Particularly noteworthy is the thriving export of mangoes to the United States this year, where prominent

metropolitan regions such as Dallas Fort Worth, Washington D.C., and San Francisco have played a pivotal role in fostering this growth.

Satyaki Raghunath, Chief Strategy and Development Officer at Bangalore International Airport Ltd (BIAL) remarked, "BLR Airport has emerged as a driving force in facilitating perishable exports from India. With substantial volume shares across Indian airports, we take pride in our role in enhancing the global reach of South India's mangoes. Our unwavering commitment to streamlined cool-port export operations underscores BLR Airport's significance as a premier gateway connecting the world to the rich produce of our region."

As BLR Airport continues to strengthen its cargo operations,

it remains dedicated to its vital role as a bridge between Indian producers and global markets. This commitment significantly contributes to the growth of

As BLR Airport continues to strengthen its cargo operations, it remains dedicated to its vital role as a bridge between Indian producers and international markets

India's agricultural and export sectors, fostering economic resilience and expanding the nation's global presence. 🍌

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CSMIA records 318% surge in mango exports

In 2022, Chhatrapati Shivaji Maharaj International Airport played a significant role in enabling the export of 1,123 tonnes of mangoes and this figure reached an impressive 4,700 tonnes in 2023. This growth is testament to the CSMIA's contribution to expanding the global presence of Indian mangoes.



CT Bureau

Chhatrapati Shivaji Maharaj International Airport (CSMIA), with a 318 per cent surge in mango exports from 2022 to 2023, has established itself as the premier hub for mango exports in India. CSMIA has demonstrated its expertise in handling perishable goods and solidified its position as a vital player in the international perishable trade.

In 2022, there might be some early peak season charter floating around, but they are backed up by little demand. played a role in enabling the export of 1,123 tonnes of mangoes and in 2023, this figure reached to an impressive 4,700 tonnes. This growth is testament to CSMIA's contribution to expanding the global presence of Indian mangoes. The key aspect in contributing to

this ground-breaking achievement is the recent approval granted by the United States Department of Agriculture for export of Indian mangoes to the USA.

This development opens the market for Indian mangoes in the USA, marking a significant moment for mango lovers. This approval comes after a hiatus in mango exports to the USA since 2020 because of travel restrictions imposed on the USDA inspectors to visit India during COVID.

CSMIA's success in mango exports and the surge witnessed this year is attributed to and is guided by a dedicated group of farmers, visionary entrepreneurs, logistics collaborators, and the committed handlers of the perishable terminal. Their collective efforts are transforming the western

This approval comes after a hiatus in mango exports to the USA since 2020 because of travel restrictions imposed on the USDA inspectors to visit India during COVID

region into a bustling global mango exporting hub. Also, this development serves as an indication of the growing demand for Indian mangoes and their role in strengthening the Indian economy.

A CSMIA spokesperson said, "The airport stands as a symbol of the country's com-

mitment for delivering the finest produce to the world with the help. We are proud to be a part of this growth story and are committed to providing the best possible facilities to support our exporters. This growth reflects our dedication to excellence and our contribution in shaping the global perishable trade landscape."

To support its vision of sharing mangoes, CSMIA has created a dedicated temperature-controlled perishable facility with an annual capacity of 1,50,000 MT. This enhancement has facilitated the surge in mango exports from Mumbai air cargo, making CSMIA the key player in international perishable trade. Through specialized packaging and careful handling of trained airport personnel, mangoes are guaranteed to arrive at their destinations in good condition. ✈️



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Air cargo banks on teamwork, sustainability

Pukhraj Chug, Founder & Chairman, Group Concorde & Cargo Flash Infotech entered The Gallery of Legends at the recently concluded India Cargo Awards 2023 in New Delhi. Such platforms are essential for recognizing the talent and contributions made by the industry leaders.

Ritika Arora Bhola

How does it feel to enter the Gallery of Legends at the recent India Cargo Awards?

I am honoured and humbled by the recognition that I have received at the India Cargo Awards. I am overjoyed that my contribution to aviation, air cargo, logistics and aviation technology sectors have been recognized. As a first-generation entrepreneur, I am reminded of the initial vision that led us on this path and our ongoing commitment to deliver excellence in the said sectors. My journey in this sector, spanning almost four decades, has been a tremendous learning experience. I owe this recognition to the dedicated teams both at Group Concorde and Cargo Flash as well as to my peers and my family, who have been a source of inspiration and support throughout.

How important are these awards to motivate, inspire and encourage industry leaders to work better?

I believe that such awards are essential for recognizing the talent and contributions made by our industry leaders. These events give an oppor-

These events provide a forum to recognize our commitment, dedication, and perseverance, which are critical in keeping the cargo industry going

tunity to recognize and appreciate the industry leaders' commitment, dedication, and perseverance, which are critical in keeping the cargo industry going.

What is your vision for the air cargo industry? Where do you see the growth chart moving forward?

At Group Concorde, our vision for the Indian air cargo industry is continued growth and innovation. We see a future where advanced technologies streamline operations, enhance efficiencies, and reduce turnaround times (TAT).

As e-commerce and global trade expand, there will be a rising demand for swift and reliable cargo services. I envision collaborative efforts between industry stakeholders to



develop sustainable practices that minimize environmental impact. By fostering a skilled workforce and adapting to changing the market dynamics, the air cargo industry can position itself as an international leader and contribute significantly to the country's economic growth.

What are the crucial pain points?

Currently, the air cargo industry is grappling with challenges such as infrastructure limitations, fluctuating fuel costs, and complex regulatory frameworks. Efficient last-mile delivery and integrating digital solutions for seamless booking and tracking remain significant concerns. Addressing these pain points through strategic investments, collaboration, and innovative technologies is essential for sustained growth in the industry. To bring skilled resources to the industry, we also aim to create a talent pool that

will not only sustain but also boost growth of the industry.

Can you enlarge about your ongoing projects and expansion plans?

Group Concorde offers customized and tailor-made solutions to airlines in different markets, focusing on marketing, cost-reduction, and a seamless customer experience. We aim to deliver support innovative technology solutions for our partners. Presently, Group Concorde is present in 14 countries, covering the Middle East, Southeast Asia, and Asia Pacific. By 2030, we aim to be present in 20 countries more covering the APAC. Cargo Flash is preparing to give a chance to 'switch it up' to a faster and smarter air cargo booking platform for cargo business. The to be launched 'Octolooop', powered by Cargoflash, is a neutral platform for the airlines and freight forwarders.

Contd. on next page ▶

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Dedicated freighters to increase capacity, volume

Blue Dart won the Best Express Cargo Service Provider Award at the recently held India Cargo Awards 2023 in New Delhi. Ketan Kulkarni, Chief Commercial Officer, says, e-commerce, FMCG, retail, chemicals, pharmaceuticals, automotive among others are likely to drive this growth.



Sara Haque

What is your vision for the air cargo industry? Where do you see the growth chart moving forward?

Given the progress in cargo infrastructure and technological advancements unfolding such as the emergence of specialized freight corridors, refrigerated storage facilities for movement of pharma, agri products, and perishables, transshipment hubs, top-tier warehouses, regional cargo centres, terminals, and extensive national highways, stakeholders in the industry are actively advancing toward realizing the Union government's goal of achieving 10 million tonnes by 2030. e-commerce, FMCG, retail, chemicals, pharma, automotive, and other industrial products are expected to drive this growth. Dedicated freight carriers are anticipated to play a pivotal role in achieving maximum capacity and cargo volume.

Growth of e-commerce and evolving consumer preferences are projected to fuel the expansion of the domestic

cargo sector by increasing the demand for faster and reliable deliveries. As a trailblazer in India's express logistics sector, Blue Dart is positioned to leverage these growth opportunities. Our strengths encompass unparalleled coverage of 55,000 locations nationwide, cutting-edge technological integration, and a well-established brand reputation, all of which foster trust among customers seeking punctual and dependable logis-

As a tech-driven company, we have plans to amplify our tech pursuits through AI. This enhancement will boost operational efficiency and enhance our network

tics solutions. Our multimodal network, proprietary aviation fleet, and extensive ground infrastructure are poised for expansion. As an integral part of the DHL Group's DHL eCommerce division, Blue Dart gains access to the world's largest and comprehensive logistics network, spanning across 220 countries and territories.

What are the crucial pain points of the industry players at the moment?

For years, a persistent challenge has been the volatile price of



ATF coupled with the devaluation of the Indian Rupee, which adversely affected lease and inventory expenses. The escalation of infra levies further compounds the cost burden. Ahead, the impending hurdle involves establishing efficient and economical logistics systems at tier II and III airports to feed into domestic hubs and global gateways, supporting the market reach of the hinterland, and extending the catchment area.

Tell us about your ongoing projects and expansion plans?

Blue Dart holds a first-mover advantage in technology innovations space. As a tech-driven company, we have plans to amplify our technological pursuits through generative Artificial Intelligence (AI). This enhancement aims to boost operational efficiency, provide revenue insights, and enhance our network. Blue Dart has introduced Digital

Prepaid Cards. This addition streamlines booking management by offering real-time payment visibility, balance tracking, and instant recharge with highly secure OTP. The user-centric Blue Dart portal ensures seamless navigation, same-day shipping, and eliminates the need for a minimum balance.

Strategic investments this year have paved the way for a promising future. Our focus on capacity expansion is exemplified by introducing two new aircrafts. We have embraced automation and digitalisation to enhance our infrastructure and extend our market reach through retail expansion. With these initiatives, we are well positioned for sustained growth and remain steadfast in our commitment to harnessing technology and exploring novel opportunities. Our dedication to investing in Capex plans anchored in ROI remains unwavering. 🚀

AFSs will enhance cargo carriage, handling

Vipin Vohra, Chairman, Continental Carriers was felicitated with **Best Innovation for Greenfield AFS Award** at India Cargo Awards 2023 in New Delhi. AFSs can facilitate EODB, provide additional capacity, streamline cargo handling processes, improve turnaround times, reduce costs.



Sara Haque

How important do you think greenfield AFSs are for the growth of air cargo industry?

Establishing more greenfield Air Freight Stations (AFSs) can play a vital role in the air cargo industry growth. Greenfield AFSs are purpose-built cargo handling and off-airport processing facilities designed to handle air freight. Greenfield AFSs could be an important factor in fostering the growth of the air cargo industry in India by addressing capacity constraints, improving efficiency, and enhancing India's overall logistics infrastructure.

Capacity expansion: The industry has been growing steadily due to increasing e-commerce, exports, and demand for perishables and electronic goods. Greenfield AFS can provide additional capacity for handling this growing volume.

Efficiency and speed: Greenfield AFSs are equipped with the latest tech and infra, allowing for efficient cargo handling processes. This can reduce processing times, improve TAT for aircraft, and enhance overall supply chain efficiency with reduced logistics cost.

Improved connectivity: The greenfield AFSs can enhance connectivity between airports, cities, and regions. This can lead to better distribu-

tion networks and faster movement of goods thus benefiting domestic and global trade.

Reduced logistics costs: Efficient cargo handling and reduced processing times can lead to lower logistics costs and promote competition among the CTOs by tapping the market in tier II and III cities. This can make Indian products more competitive in the global market and encourage more companies to use air cargo services.

Reduced congestion: Airports often face congestion issues due to a combination of passenger and cargo traffic.

Greenfield AFSs could be an important factor in fostering the growth of the air cargo industry in the country by addressing capacity constraints

Greenfield AFSs can help alleviate some of this congestion by providing dedicated cargo processing facilities at off Airport locations.

How do you think the government could help in developing these AFSs?

Infrastructure investment: The government can allocate



funds for the development of the well-equipped AFS facilities. This includes prioritizing land allotment near the industrial clusters with good road connectivity, access to railways, and proximity to airports.

Regulatory framework: Establish a regulatory framework defining the responsibilities of AFS operators, customs procedures, security protocols, and other formalities. This will provide clarity and security for investors and operators.

Investment incentives: Providing incentives such as tax breaks, subsidies, or grants to attract private investment in AFSs. These incentives can encourage businesses to set up the greenfield AFSs in strategic locations.

Regional development: Strategically planned AFS locations promote regional

development and reduce congestion at the major airports.

What are the challenges for the domestic and the global air cargo segments?

Air cargo infrastructure and connectivity between different cities and regions could be a challenge. Inadequate airport facilities, limited cargo handling capacity, and lack of well-developed logistics networks could impact the efficient movement of goods and services. Regulatory processes, documentation among others can be time-consuming and complex. 📌

City pairwise International Freight Statistics to and from the Indian Territory during the quarter April to June 2023

(Passengers in number and freight in tonnes)

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
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1	ABUDHABI	AHMEDABAD	71.5	197.2
2	ABUDHABI	BENGALURU	700.9	1415.9
3	ABUDHABI	CHENNAI	766.5	1191.9
4	ABUDHABI	DELHI	145.1	1468.1
5	ABUDHABI	HYDERABAD	245.7	788.0
6	ABUDHABI	KANNUR	0.1	106.9
7	ABUDHABI	KOCHI	40.5	574.3
8	ABUDHABI	KOLKATA	0.0	39.2
9	ABUDHABI	KOZHIKODE	28.5	469.5
10	ABUDHABI	MANGALORE	0.3	35.3
11	ABUDHABI	MUMBAI	785.6	1830.5
12	ABUDHABI	TIRUCHIRAPALLY	0.0	3.7
13	ABUDHABI	TRIVANDRUM	0.2	417.8
14	ADDIS ABABA	DELHI	44.0	872.9
15	ADDIS ABABA	MUMBAI	222.7	1831.4
16	ADEN	MUMBAI	0.1	28.8
17	AL AIN	KOZHIKODE	0.0	46.4
18	ALMATY	DELHI	0.8	98.0
19	ALMATY	GOA	0.0	0.0
20	AMSTERDAM	BENGALURU	677.7	990.1
21	AMSTERDAM	DELHI	879.4	1206.6
22	AMSTERDAM	MUMBAI	727.1	789.0
23	BAGHDAD	DELHI	0.0	3.3
24	BAHRAIN	BENGALURU	2.1	135.1
25	BAHRAIN	CHENNAI	6.4	197.2
26	BAHRAIN	DELHI	59.5	462.7
27	BAHRAIN	GOA	0.0	0.0
28	BAHRAIN	HYDERABAD	3.2	118.4
29	BAHRAIN	KANNUR	0.0	12.5
30	BAHRAIN	KOCHI	3.4	247.1
31	BAHRAIN	KOZHIKODE	6.6	237.0
32	BAHRAIN	MANGALORE	0.0	20.0
33	BAHRAIN	MUMBAI	15.3	525.9
34	BAHRAIN	TRIVANDRUM	1.2	163.1
35	BAKU	DELHI	0.0	87.5
36	BANGKOK	AHMEDABAD	0.0	0.0
37	BANGKOK	BAGDOGRA	0.0	0.0
38	BANGKOK	BENGALURU	6677.8	1734.7
39	BANGKOK	BHUBANESWAR	0.0	0.0
40	BANGKOK	CHENNAI	924.0	1079.9

(P-Provisional)

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
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41	BANGKOK	DELHI	1830.0	981.8
42	BANGKOK	HYDERABAD	370.8	456.0
43	BANGKOK	JAIPUR	0.0	0.0
44	BANGKOK	KOLKATA	209.7	473.5
45	BANGKOK	MUMBAI	1539.2	1901.0
46	BIRMINGHAM	AMRITSAR	0.2	0.0
47	BIRMINGHAM	DELHI	8.3	324.7
48	BISHKEK	DELHI	0.1	45.0
49	CAIRO	MUMBAI	229.1	786.6
50	CHICAGO	DELHI	513.2	404.7
51	COLOGNE	BENGALURU	620.1	5474.1
52	COLOMBO	BENGALURU	37.6	201.5
53	COLOMBO	CHENNAI	881.2	956.3
54	COLOMBO	DELHI	191.2	133.5
55	COLOMBO	HYDERABAD	5.0	107.8
56	COLOMBO	KOCHI	33.9	156.9
57	COLOMBO	MADURAI	0.2	83.4
58	COLOMBO	MUMBAI	256.2	411.1
59	COLOMBO	TIRUCHIRAPALLY	1.8	117.6
60	COLOMBO	TRIVANDRUM	4.3	169.4
61	COPENHAGEN	DELHI	225.3	85.9
62	DAMMAM	AHMEDABAD	17.5	0.0
63	DAMMAM	CHENNAI	0.0	0.0
64	DAMMAM	DELHI	3.9	89.6
65	DAMMAM	HYDERABAD	0.2	11.5
66	DAMMAM	KANNUR	0.0	0.0
67	DAMMAM	KOCHI	0.0	11.0
68	DAMMAM	KOZHIKODE	3.9	129.8
69	DAMMAM	LUCKNOW	0.0	25.2
70	DAMMAM	MANGALORE	0.2	0.0
71	DAMMAM	MUMBAI	4.5	95.8
72	DAMMAM	TRIVANDRUM	0.0	57.6
73	DAR ES SALAM	MUMBAI	25.1	232.0
74	DHAKA	CHENNAI	23.7	30.0
75	DHAKA	DELHI	282.0	215.1
76	DHAKA	HYDERABAD	3.5	50.7
77	DHAKA	KOLKATA	37.4	199.1
78	DHAKA	MUMBAI	45.9	77.5
79	DOHA	AHMEDABAD	948.4	2730.1
80	DOHA	AMRITSAR	6.0	117.4

City pairwise International Freight Statistics to and from the Indian Territory during the quarter April to June 2023

(Passengers in number and freight in tonnes)

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
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81	DOHA	BENGALURU	2270.5	3499.7
82	DOHA	CHENNAI	3501.0	4323.8
83	DOHA	DELHI	2569.8	4942.2
84	DOHA	GOA	3.7	96.5
85	DOHA	HYDERABAD	896.9	2386.7
86	DOHA	KANNUR	0.1	319.7
87	DOHA	KOCHI	311.3	2039.0
88	DOHA	KOLKATA	532.3	963.7
89	DOHA	KOZHIKODE	11.8	373.2
90	DOHA	MANGALORE	0.0	46.3
91	DOHA	MUMBAI	5422.9	7949.0
92	DOHA	NAGPUR	0.2	0.7
93	DOHA	TIRUCHIRAPALLY	0.0	11.6
94	DOHA	TRIVANDRUM	18.0	307.5
95	DON MUEANG, BANGKOK	BENGALURU	31.3	137.2
96	DON MUEANG, BANGKOK	CHENNAI	24.9	131.9
97	DON MUEANG, BANGKOK	JAIPUR	0.0	0.0
98	DON MUEANG, BANGKOK	KOCHI	3.4	21.2
99	DON MUEANG, BANGKOK	KOLKATA	97.2	263.2
100	DON MUEANG, BANGKOK	LUCKNOW	0.0	0.0
101	DON MUEANG, BANGKOK	MUMBAI	106.1	28.6
102	DUBAI	AHMEDABAD	753.4	1733.4
103	DUBAI	AMRITSAR	2.5	37.1
104	DUBAI	BENGALURU	3698.7	4388.4
105	DUBAI	BHUBANESWAR	0.0	0.6
106	DUBAI	CHANDIGARH	0.0	0.0
107	DUBAI	CHENNAI	3995.5	3773.3
108	DUBAI	DELHI	2478.5	10754.7
109	DUBAI	GOA	0.3	16.5
110	DUBAI	HYDERABAD	518.1	3635.1
111	DUBAI	INDORE	0.0	2.4
112	DUBAI	JAIPUR	8.7	123.2
113	DUBAI	KANNUR	0.4	162.7
114	DUBAI	KOCHI	1107.8	2666.6
115	DUBAI	KOLKATA	709.4	2082.9
116	DUBAI	KOZHIKODE	44.2	604.0

(P-Provisional)

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
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117	DUBAI	LUCKNOW	4.3	333.6
118	DUBAI	MADURAI	0.0	4.6
119	DUBAI	MANGALORE	0.4	192.6
120	DUBAI	MUMBAI	5382.4	12605.5
121	DUBAI	PUNE	0.0	0.0
122	DUBAI	TIRUCHIRAPALLY	1.8	177.0
123	DUBAI	TRIVANDRUM	37.5	1482.6
124	FRANKFURT	BENGALURU	2768.1	2043.1
125	FRANKFURT	CHENNAI	2090.6	790.1
126	FRANKFURT	DELHI	1557.4	2380.3
127	FRANKFURT	HYDERABAD	0.0	1496.6
128	FRANKFURT	MUMBAI	3473.7	2602.8
129	GUANGZHOU	DELHI	2066.8	489.5
130	GUANGZHOU	MUMBAI	0.0	252.0
131	HANOI	DELHI	1323.8	27.7
132	HANOI	KOLKATA	19.0	66.3
133	HANOI	MUMBAI	44.6	1193.0
134	HELNSKI	DELHI	525.0	1460.2
135	HO CHI MINH CITY	BENGALURU	693.2	0.0
136	HO CHI MINH CITY	DELHI	14.9	18.4
137	HO CHI MINH CITY	KOLKATA	15.5	15.9
138	HO CHI MINH CITY	MUMBAI	141.2	80.8
139	HONG KONG	BENGALURU	1683.8	841.4
140	HONG KONG	CHENNAI	5814.3	2451.4
141	HONG KONG	DELHI	15033.9	2029.6
142	HONG KONG	MUMBAI	5527.7	3255.1
143	ISTANBUL	AHMEDABAD	14.0	423.1
144	ISTANBUL	BENGALURU	694.8	988.2
145	ISTANBUL	CHENNAI	1403.0	1125.7
146	ISTANBUL	DELHI	819.9	2350.3
147	ISTANBUL	HYDERABAD	390.5	2104.5
148	ISTANBUL	MUMBAI	3181.9	3119.7
149	JAFFNA	CHENNAI	0.0	0.0
150	JEDDAH	AHMEDABAD	0.0	0.0
151	JEDDAH	BENGALURU	68.8	571.5
152	JEDDAH	DELHI	98.8	1226.4
153	JEDDAH	HYDERABAD	26.1	261.7

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
154	JEDDAH	KANNUR	6.0	0.0
155	JEDDAH	KOCHI	165.7	488.7
156	JEDDAH	KOZHIKODE	0.0	94.2
157	JEDDAH	LUCKNOW	1.9	108.0
158	JEDDAH	MUMBAI	230.6	1134.8
159	KABUL	MUMBAI	147.0	159.8
160	KATHMANDU	DELHI	203.4	145.6
161	KATHMANDU	KOLKATA	0.0	1.5
162	KATHMANDU	MUMBAI	1.9	24.5
163	KATHMANDU	VARANASI	0.0	0.0
164	KIGALI	MUMBAI	0.0	52.4
165	KUALALUMPUR	AMRITSAR	0.0	0.0
166	KUALALUMPUR	BENGALURU	439.6	506.1
167	KUALALUMPUR	CHENNAI	1481.9	1486.6
168	KUALALUMPUR	DELHI	1094.4	1425.3
169	KUALALUMPUR	HYDERABAD	331.9	520.9
170	KUALALUMPUR	KOCHI	200.8	238.4
171	KUALALUMPUR	KOLKATA	31.9	235.8
172	KUALALUMPUR	MUMBAI	1085.3	1188.1
173	KUALALUMPUR	TIRUCHIRAPALLY	2.6	345.1
174	KUTAIISI	AMRITSAR	0.0	0.0
175	KUWAIT	AHMEDABAD	0.7	79.6
176	KUWAIT	BENGALURU	1.3	136.9
177	KUWAIT	CHENNAI	48.3	487.7
178	KUWAIT	DELHI	59.7	572.4
179	KUWAIT	HYDERABAD	0.8	168.2
180	KUWAIT	KANNUR	0.0	58.7
181	KUWAIT	KOCHI	12.6	513.6
182	KUWAIT	KOZHIKODE	7.2	159.3
183	KUWAIT	MANGALORE	0.0	29.6
184	KUWAIT	MUMBAI	10.4	989.1
185	KUWAIT	TIRUCHIRAPALLY	0.2	22.3
186	KUWAIT	TRIVANDRUM	0.3	136.0
187	KUWAIT	VIJAYAWADA	0.0	0.0
188	LEIPZIG	BENGALURU	0.0	7044.9
189	LEIPZIG	DELHI	931.7	9238.0
190	LONDON	AHMEDABAD	36.0	273.9
191	LONDON	AMRITSAR	0.3	0.1
192	LONDON	BENGALURU	804.1	1266.6
193	LONDON	CHENNAI	654.6	1159.3
194	LONDON	DELHI	2477.6	5954.0
195	LONDON	GOA	0.8	402.3
196	LONDON	HYDERABAD	525.9	829.6
197	LONDON	JAIPUR	0.0	0.0
198	LONDON	KOCHI	82.3	163.0
199	LONDON	MUMBAI	3192.4	6072.7

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
200	LUXEMBOURG	DELHI	148.1	375.7
201	MALE	BENGALURU	1.0	337.3
202	MALE	KOCHI	0.2	345.7
203	MALE	MUMBAI	1.1	207.7
204	MALE	TRIVANDRUM	0.7	125.1
205	MELBOURNE	DELHI	375.9	418.1
206	MILAN	AMRITSAR	0.0	0.0
207	MILAN	DELHI	308.3	323.8
208	MILAN	MUMBAI	0.0	1193.2
209	MONTREAL	DELHI	41.6	44.3
210	MOSCOW	DELHI	198.7	789.9
211	MUNICH	DELHI	686.0	1219.0
212	MUNICH	MUMBAI	1237.1	1565.3
213	MUSCAT	BENGALURU	226.2	660.7
214	MUSCAT	CHENNAI	156.0	319.2
215	MUSCAT	DELHI	180.0	778.7
216	MUSCAT	GOA	0.4	5.5
217	MUSCAT	HYDERABAD	12.2	282.8
218	MUSCAT	JAIPUR	0.0	0.0
219	MUSCAT	KANNUR	0.2	21.5
220	MUSCAT	KOCHI	80.3	353.6
221	MUSCAT	KOZHIKODE	120.4	412.6
222	MUSCAT	LUCKNOW	0.0	0.0
223	MUSCAT	MANGALORE	0.3	1.0
224	MUSCAT	MUMBAI	686.5	1875.6
225	MUSCAT	TIRUCHIRAPALLY	0.0	2.4
226	MUSCAT	TRIVANDRUM	0.2	96.3
227	NAIROBI	DELHI	78.9	131.0
228	NAIROBI	MUMBAI	3.7	36.5
229	NAJF	AHMEDABAD	0.0	0.0
230	NAJF	MUMBAI	0.0	0.0
231	NARITA	DELHI	210.4	108.0
232	NEW YORK	DELHI	584.7	1153.1
233	NEW YORK	MUMBAI	361.5	298.9
234	NEWARK, NEW YORK	DELHI	208.9	353.8
235	NEWARK, NEW YORK	MUMBAI	143.1	60.1
236	PARIS	BENGALURU	441.4	751.3
237	PARIS	CHENNAI	391.2	569.3
238	PARIS	DELHI	1772.7	2635.1
239	PARIS	MUMBAI	1845.9	3290.1
240	PARO	BAGDOGRA	0.0	0.0
241	PARO	DELHI	1.2	14.1
242	PARO	GUWAHATI	0.0	0.0
243	PARO	KOLKATA	0.1	2.2

Contd. on next page ►

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
244	PHUKET	BENGALURU	10.6	0.0
245	PHUKET	DELHI	84.2	11.5
246	PHUKET	MUMBAI	85.0	1.0
247	PORT LOUIS, MAURITIUS	DELHI	24.7	400.2
248	PORT LOUIS, MAURITIUS	MUMBAI	45.8	760.7
249	RANGOON	DELHI	2.5	4.7
250	RANGOON	GAYA	0.0	11.9
251	RANGOON	KOLKATA	0.2	11.8
252	RAS AL-KHAIMAH	HYDERABAD	0.0	0.0
253	RAS AL-KHAIMAH	KOZHIKODE	0.0	41.7
254	RAS AL-KHAIMAH	MUMBAI	0.0	1.2
255	RIYADH	DELHI	122.8	750.6
256	RIYADH	HYDERABAD	4.2	303.5
257	RIYADH	KANNUR	0.0	7.0
258	RIYADH	KOCHI	17.9	365.4
259	RIYADH	KOZHIKODE	21.1	262.6
260	RIYADH	LUCKNOW	3.9	53.9
261	RIYADH	MUMBAI	96.3	605.5
262	ROME	AMRITSAR	0.0	0.0
263	SALALAH	KOCHI	0.0	0.0
264	SALALAH	KOZHIKODE	0.0	1.7
265	SAN FRANCISCO	BENGALURU	76.2	126.0
266	SAN FRANCISCO	DELHI	219.2	364.7
267	SAN FRANCISCO	MUMBAI	71.4	169.6
268	SEOUL	DELHI	864.6	506.8
269	SEYCHELLES	MUMBAI	0.2	10.8
270	SHARJAH	AHMEDABAD	0.0	221.2
271	SHARJAH	AMRITSAR	1.6	45.0
272	SHARJAH	BENGALURU	4.8	221.5
273	SHARJAH	CHANDIGARH	0.6	0.0
274	SHARJAH	CHENNAI	13.0	185.2
275	SHARJAH	COIMBATORE	0.8	163.5
276	SHARJAH	DELHI	162.5	459.0
277	SHARJAH	GOA	0.3	23.3
278	SHARJAH	HYDERABAD	1.0	249.9
279	SHARJAH	INDORE	0.0	0.2
280	SHARJAH	JAIPUR	1.5	114.7
281	SHARJAH	KANNUR	0.4	202.0
282	SHARJAH	KOCHI	80.9	688.3
283	SHARJAH	KOZHIKODE	69.6	550.5
284	SHARJAH	LUCKNOW	2.1	203.9
285	SHARJAH	MUMBAI	12.2	565.3
286	SHARJAH	NAGPUR	0.0	5.7
287	SHARJAH	SURAT	0.0	2.1
288	SHARJAH	TIRUCHIRAPALLY	1.0	139.8

Sr. No.	CITY 1	CITY 2	Freight to City 2	Freight from City 2
289	SHARJAH	TRIVANDRUM	1.3	942.1
290	SHARJAH	VARANASI	1.0	150.2
291	SHARJAH	VIJAYAWADA	0.0	0.0
292	SHENZHEN	BENGALURU	3121.7	0.0
293	SHENZHEN	DELHI	1856.4	25.1
294	SHYAMKENT	DELHI	0.0	0.0
295	SINGAPORE	AHMEDABAD	812.6	947.0
296	SINGAPORE	AMRITSAR	4.3	19.5
297	SINGAPORE	BENGALURU	1179.1	1566.9
298	SINGAPORE	BHUBANESWAR	0.0	0.0
299	SINGAPORE	CHENNAI	1633.0	2649.1
300	SINGAPORE	COIMBATORE	0.1	8.4
301	SINGAPORE	DELHI	2398.6	1352.4
302	SINGAPORE	GUWAHATI	0.0	0.0
303	SINGAPORE	HYDERABAD	297.6	535.9
304	SINGAPORE	KOCHI	10.8	157.6
305	SINGAPORE	KOLKATA	363.2	743.3
306	SINGAPORE	MADURAI	0.0	60.5
307	SINGAPORE	MUMBAI	2284.6	2075.1
308	SINGAPORE	PUNE	0.0	0.0
309	SINGAPORE	TIRUCHIRAPALLY	1.6	732.7
310	SINGAPORE	TRIVANDRUM	0.6	28.8
311	SINGAPORE	VISAKHAPATNAM	0.0	0.0
312	ST-DENIS, REUNION	CHENNAI	0.0	0.0
313	SYDNEY	DELHI	335.2	246.8
314	TAIPAE	DELHI	304.2	186.0
315	TASHKENT	DELHI	43.0	429.2
316	TBILISI	AMRITSAR	0.0	0.0
317	TEHRAN	DELHI	26.3	154.6
318	TEHRAN	MUMBAI	8.1	2.0
319	TELAVIV	DELHI	106.0	181.8
320	TOKYO	DELHI	1998.7	1905.6
321	TORONTO	DELHI	691.7	1328.4
322	VANCOUVER	DELHI	21.8	428.7
323	VIENNA	DELHI	155.1	1331.2
324	WARSAW	DELHI	138.4	846.1
325	WASHINGTON, DC	DELHI	80.3	68.0
326	ZURICH	DELHI	745.3	741.9
327	ZURICH	MUMBAI	1250.7	1557.2

SUB TOTAL			152185.0	238340.5
328	RAS AL-KHAIMAH	ISTANBUL	0.0	0
SUB TOTAL			0.0	0.0
GRAND TOTAL			152185.0	238340.5

P-Provisional

Source: PIB

Stakeholders discuss cold chain infra issue

WIZ held Cold Chain Unbroken 2023 recently at Taj Bengaluru. Dr. S Selvakumar, Principal Secretary, Department of Commerce and Industry, Government of Karnataka, and Kajal Singh, Principal Commissioner, ACC & Airport, Bengaluru Customs Zone, among others attended the event.

The key points discussed included cold chain storage, handling, and transportation, infra, and manpower for ground handling, transportation of pharma and perishables, tech integration, govt. policies to facilitate EoDB. Stakeholders, including airports, freight forwarders, airlines, shipping lines, trucking firms, took part. The event provided a platform to meet and exchange ideas and collaborate. The cold chain industry experts also showcased innovative tech solutions at the two-day show.

Govt's Perspective on Policies Supporting Cold Chain Industry



The event began with an inaugural session by delegates such as Dr. S Selvakumar, Additional Chief Secretary, Department of Industries and Commerce, Government of Karnataka and Kajal Singh, Principal Commissioner, ACC & Airport, Bengaluru Customs Zone who threw light on the government's perspective on various policies supporting the cold chain industry.

Cold Chain Infrastructure at Airports & On Ground



The second session titled 'Cold Chain Infrastructure at Airports and on Ground' included experts such as Mohammed Esa, Prasad Gengusetti, Manoj Singh, John Ackerman, S. Burak Omeroglu, Abdulla Alkhallafi who discussed about the present infrastructure for cold chain handling, storage and distribution in the Indian market. The session was moderated by P. Balasubramanian.

Unlocking Air Cargo Growth Potential



Next panel discussion was on 'Streamlining the Skies: Innovating Cargo Processing to Unlock Air Cargo Growth Potential' where experts such as Kajal Singh, Krishnakumar V, Vineet Malhotra, Prof. Jitamitra Desai, and Milton De La Paz discussed about growth potential and future opportunities. The session was moderated by Radharamanan Panicker.

Supply Chain Heroes of Bharat



This session focused on the Supply Chain Heroes of Bharat. The panellists included Alok Kumar Singh, Seema Kapur, Gaurav Makhija, Ravi Prakash Mathur, and Varun Chopra. The session was moderated by Ramkumar Govindarajan. The session acknowledged the heroes of supply chain industry.

Current Business Environment, Future Opportunities



The experts discussed about the current business environment, future opportunities and how the Indian cold chain industry is evolving and how important is right packaging and optimizing using active and passive solutions in today's times. The speakers included Rashmi Karnad, Ravi Kumar Tummalapalli, Stefan Buran, Marrie Groeneveld, B. Govindarajan, and Chervee Ho. The session was moderated by Satish Lakkaraju.

Unbroken Cold Chain for Perishables



Next panel discussion was on 'Unbroken Cold Chain Perishables: Tapping into the Indian Market for Exports and the Upcoming Intercity Food Delivery.' Speakers included Reeba Abraham, Ramesh Mamidala, Sunil Kumar, Pradyumna Agrahari, Sameer Sachdeva, and Manish Agnihothri. The session was moderated by Keku Bomi Gazder.

Pioneering Visibility and Agility



The experts discussed about Pioneering Visibility and Agility: Ocean Transportation-The Preferred Supply Chain Solution in the next panel. The insightful session included speakers such as Jebakumar S, Kunal Vethekar, Devang Vyas, and Amritendu Mukherjee. The session was moderated by Jayaram Radhakrishnan.

Trucking & Energy Savings, Sustainable Options



Last panel discussion was on 'Trucking and the Latest Trends involving Energy Savings and Sustainable Options.' The speakers included Samit Jain, Guhan AT, Bharat Bhushan Rathi, and Uday Narang. The session was moderated by Pawan Mulukutla.





Upcoming Events 2023-24

NOVEMBER

- ▶ **47th ACAAI Annual Convention**
23-26 November 2023
Kuala Lumpur, Malaysia
- ▶ **Transport Logistic and Air Cargo Southeast Asia**
1-3 November
Sands Expo & Convention Centre, Singapore
- ▶ **TIACA Executive Summit 2022 San Francisco**
6-8 November
Brussels, Skyhall, Brussels Airport

DECEMBER

- ▶ **India International Cargo Show Expo 2023**
13-15 December
Jio World Convention Centre, Mumbai

JANUARY

- ▶ **Transport India Expo**
17-19 January
Pragati Maidan, New Delhi

FEBRUARY

- ▶ **Air Cargo India**
14-16 February
Jio World Convention Centre, Mumbai
- ▶ **Mega Cargo Show 2024**
14-15 February
Jio World Convention Centre, Mumbai
- ▶ **Maritime Transport & Logistics Show**
28 February-1 March
BEC Mumbai, Bombay Exhibition Centre, NESCO, Goregaon, Mumbai

- ▶ **LogiMAT India Show**
28 February-1 March
India Expo Mart, Greater Noida

MARCH

- ▶ **Warehousing Asia**
15-17 March
Kolkata
- ▶ **Cold Chain Asia**
15-17 March
Kolkata

APRIL

- ▶ **ChemLogistics India**
24-25 April
Bombay Convention & Exhibition Centre, 28-B, Mumbai

JUNE

- ▶ **India Logistics Summit & Awards**
13-14 June
New Delhi

JULY

- ▶ **India Warehousing Show**
11-13 July
India International Convention and Expo Center, Sector 25 Dwarka
New Delhi, Delhi

AUGUST

- ▶ **PackSol**
22-24 August
Pragati Maidan, New Delhi



For more information contact: talk@ddppl.com

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

MOPA receives first international cargo shipment



Manohar International Airport (MOPA), Goa commenced global cargo operations by receiving the first international cargo shipment in the presence of Navraj Goyal, IRS Commissioner of Customs, Custom House agents, and other officials and dignitaries. "I sincerely thanks & appreciate Air India, KAYBEE Exports, Indian Customs, ICEGATE Systems, DG Systems, CISF and all the Government and air cargo stakeholders for their contribution and participation," said Purushottam Singh Thakur, Business Head, GMR Gox Cargo.

DP World opens latest warehouse in Bhiwandi



DP World has launched its latest warehouse spread over 3,80,000 sq. ft. in Bhiwandi, in Maharashtra's Thane district. It began operations from 1 September. The facility is fully compliant for storage and handling of chemicals along with non-chemicals. It elevates DP World's warehousing capability to 5 million sq. ft. of warehousing space Pan India. A partition divides the warehouse into two sections. One is designed for hazardous chemical storage, while the other is dedicated to non-chemical storage.

ACCD luncheon for members

The Air Cargo Club of Delhi (ACCD) organized a luncheon for its members recently in New Delhi with the theme, 'Driving Change—Empowering Indian Freight Forwarding with Digital Transformation.' Parvinder Singh, Managing Director, Hans Informatic was the guest speaker.



Movements

ATLAS AIR WORLDWIDE USA

Martin Drew has joined as the Chief Strategy and Transformation Officer at Atlas Air Worldwide, effective 25 September. He will lead the company's corporate strategy and growth initiatives. He will report to Michael Steen, CEO, and serve on the Executive Leadership Team. "We are thrilled Drew, an aviation leader, is joining our team in Atlas," said Steen.



ETIHAD CARGO ABU DHABI, UAE

Giridharan Srinivasan has been appointed as the Area GM, Indian Subcontinent, by Etihad Cargo. Based in Bengaluru, he will report to Latha Narayan, Director, East Cargo Commercial, APAC, Australasia, and Indian Subcontinent, Etihad Cargo. He will be responsible for setting up new and developing existing relationships with Etihad Cargo's customers.



FINNAIR CARGO ASIA PACIFIC

Anna-Maria Kirchner has joined as the Head of Global Sales by Finnair Cargo. She is experienced in sales and business in the airline industry. Before joining Finnair, Kirchner worked as the Manager for Global Sales and Business Development, Emirates and Senior Manager, Air Berlin. "I was looking forward to joining the Finnair Cargo team," she said.



DHL SUPPLY CHAIN ASIA PACIFIC

Javier Bilbao has joined as the new CEO DHL Supply Chain, APAC region, effective September 1. He was appointed to the position after Terry Ryan, ex-CEO, DHL supply Chain retired from the group. "I am looking forward to building on the foundation laid by Terry. We will continue to deliver best services to the Group's customers," Bilbao said.

JORAMCO JORDAN

Petra Lindemann has been appointed as the new VP, Supply Chain by Amman-based Joramco. She is an aviation professional and has a wealth of expertise to the table. Throughout her career, she has held leadership roles. At Joramco, she will lead the supply chain department to meet the growth plans aimed at providing customers with a connected experience.



GEODIS USA

Xavier Avrard has joined as CSO at Global Transport and Logistics, GEODIS. He is a member of the Management Board under chairmanship of Marie-Christine Lombard, CEO, GEODIS. He joined GEODIS in 2014 as Group Controller. In 2023, he took over the development of the Europe region, the integration of trans-o-flex, a firm acquired by GEODIS.



CATHAY CARGO MIDDLE EAST, AFRICA

Shanna Docherty has joined Cathay Cargo as Regional Head, Trade Sales for ME & Africa. She is an advocate for the empowerment of women in the aviation sector since joining as Cargo Manager in 2019, she set new standards in Cathay Pacific. Docherty's appointment marks a vital step in the airline's journey, underlining its dedication to excellence.



MAASTRICHT AACHEN AIRPORT THE NETHERLANDS

Jonas van Stekelenburg, former head of cargo, Schiphol Maastricht Aachen Airport, has been appointed as the Interim Chief Executive. van Stekelenburg is "well-positioned to guide MST through its transitional phase." He has provided advisory services to MST's management and supervisory board.



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