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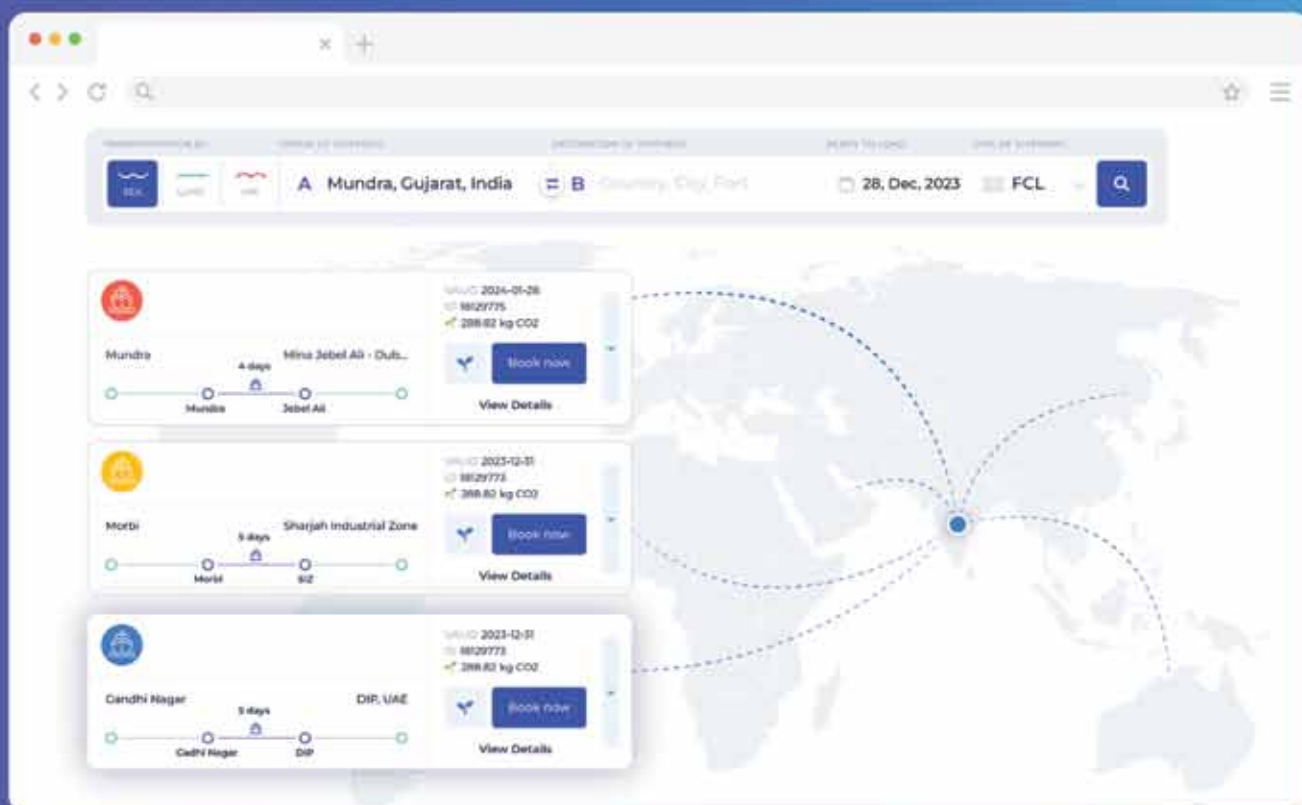


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Gujarat Govt. & DP World, sign MoUs worth ₹25,000 cr

The agreements underscore DP World's commitment to facilitate trade by developing multipurpose deep-draft ports, Special Economic Zones in Jamnagar and Kutch, Gati Shakti Cargo Terminals and Private Freight Stations at Dahej, Vadodara, Rajkot, Bedi and Morbi.



CT Bureau

DP World has signed multiple MoUs worth Rs 25,000 crores with the Government of Gujarat, covering the development of new ports, terminals, and SEZs, strengthening its commitment to supporting trade in a growing India.

Signed at Gandhinagar during Vibrant Gujarat Global Summit 2024, the MoUs highlight Gujarat's prowess as a role model of development and the growth engine of the nation, while leveraging its logistics and maritime infrastructure. Sultan Ahmed bin Sulayem, Chairman and CEO, DP World Group, ex-

The MoUs were signed during Vibrant Gujarat Global Summit 2024. They highlight Gujarat's prowess as a role model of development

changed MoUs around potential investments in Gujarat with M.K. Das, Additional Chief Secretary, Government of Gujarat, in the presence of His Royal Highness Sheikh Mohamed bin Zayed Al Nahyan, President, the UAE, and Narendra Modi, Prime Minister of India, as part of the summit in Gandhinagar.

The MoUs underscore DP World's commitment to facili-

tating trade in Gujarat by developing:

- Multipurpose deep-draft ports in South Gujarat and around the western coast of Gujarat towards Kutch
- Special Economic Zones in Jamnagar and Kutch

ment policies and our experience here is what gives us the confidence to do more business in India. We have been present in Gujarat since 2003 and are proud to have been part of the state's growth story. We are honoured to continue

in the region by running weekly coastal services via DP World's Unifeeder Group, linking Mundra, Kandla, and Hazira ports with several international ports. The company launched a first of its kind scheduled rail freight



- Gati Shakti Cargo Terminals (GCTs) and Private Freight Stations at Dahej, Vadodara, Rajkot, Bedi and Morbi

DP World has also signed an MoU with Gujarat Maritime Board to identify opportunities to develop additional ports along the coast of Gujarat. Commenting on the signing of the MoUs, Sultan Ahmed bin Sulayem said, "We are committed to India, where we have been operating for nearly 20 years. During nearly two decades, we have invested US\$2.5 billion and are going to invest more in the next three years. The govern-

our partnership in the state by committing to strengthening its logistics and maritime infrastructure to enable trade in Gujarat."

DP World's existing investments in Gujarat include a container terminal in Mundra, along with rail linked private freight terminals at Ahmedabad and Hazira. This is complemented by cold storage facilities in Surat and Bharuch, freight forwarding offices in Ahmedabad and Gandhidham, and express cargo services across the state. Also, DP World ensures global connectivity for businesses

service, 'SARAL' linking traders from south Gujarat such as Surat, Vapi, Valsad Vadodara, Bharuch, Ankleshwar to the markets in and around North Capital Region (NCR).

On 25 August last year, DP World signed a US\$510 million concession pact with the Deendayal Port Authority to develop, operate and maintain a 2.19 million TEU per year mega-container terminal at Tuna-Tekra in Kandla. This greenfield terminal will have equipment and 1,100 metres berth capable of handling next-generation vessels carrying over 18,000 TEUs. 🚢

35 domestic, international brands enter 14 tier II cities

According to the CBRE report, the total retail stock in the 14 tier II cities stood at 29 million square feet as of September 2023, with Jaipur, Lucknow, and Chandigarh each boasting retail stock ranging between 3 to 7 million square feet.



CT Bureau

CBRE South Asia in its latest report—'Tier II cities: The Time to Shine' highlights that nearly 35 major domestic and international retail brands have entered 14 tier II cities in January-September 2023 period. These 14 cities include Chandigarh, Jaipur, Indore, Goa, Mangalore, Kochi, Lucknow, Patna, Ranchi, Guwahati, Bhubaneswar, Vizag, Mysore, and Coimbatore.

As per the report, the brands, including Croma, Armani Exchange, Malabar Gold & Diamonds, Reliance Smart, Tanishq, H&M, Marks & Spencer, GAP, Starbucks, Pizza Express, Under Armour, among others, have expanded their retail footprint to tier II cities.

The total retail stock in these 14 tier II cities stood at 29 million square feet as of

City	New retail brand entrants in Jan-Sep'23
Chandigarh	Dayal Opticals, Khan Chacha, Wow Momos, Wow China, Rare Rabbit
Jaipur	Tasva, Under Armour, Mango, Rare Rabbit
Lucknow	The Sleep Company, Pizza Express, Theobroma, Royal Train Cuisine
Patna	Croma
Indore	Tasva, Style Up
Goa	Armani Exchange
Kochi	Campus, La Pino'z Pizza, Bluestone, Tasva, Rare Rabbit
Coimbatore	Taneira, The Sleep Company, Style Union
Visakhapatnam	Starbucks, Taco Bell, Being Human
Mysore	Croma, Tanishq, Fashion Factory, Bluestone
Mangalore	Reliance Smart, Malabar Gold & Diamonds, BlueStone, Tasva, R&B
Guwahati	GAP, Zudio, Croma, Forever 21
Ranchi	H&M, Marks & Spencer, Max, Homecentre
Bhubaneswar	Zudio, Marks & Spencer

September 2023, with cities such as Jaipur, Lucknow, and Chandigarh each boasting retail stock ranging between 3-7 million square feet. The retail development in these cities has been a healthy mix of high streets and malls. The total re-

tail supply recorded in these 14 cities has been 2.4 million square feet during July-September 2023.

Top cities dominating supply addition during this period included Chandigarh,

Jaipur and Lucknow. The total absorption across the 14 cities stood at 2.4 million square feet in July-September 2023 period, led by Kochi, Jaipur, and Goa.

Anshuman Magazine, Chairman & CEO, India, Southeast Asia, Middle East & Africa, CBRE, said, "The e-commerce boom, tech-savvy consumer base, growing aspirations, and surge in discretionary purchasing are defining the retail growth in tier II cities. Investment-grade developers are setting up large-sized contemporary malls in these cities, which are seen as entertainment destinations and not just as a place to shop.

Most non-metro cities are established trade and business hubs. They are now witnessing MNCs and startups setting up offices as well. Growing population in tier II cities are propelling demand for a diverse range of retail offerings."



Impact of Red Sea crisis on global trade

Red Sea crisis has increased shipping costs following a detour of 12 days in transit time, and many exporters are reluctant to insure their shipping cargo as war risk premia has increased. The exporters are now waiting for the provision of security measures in the Bab-al-Mandab/Suez Canal by various countries, including India.

It has been over two months now, but the situation in the Red Sea seems to be worsening. The Strait of Bab-al-Mandab, unfortunately, has turned into a Gate of Tears. After a spate of attacks from Houthis on ships passing through the Bab-al-Mandab Strait, the near-miss incident involving 'Maersk Gibraltar' on the 14 December and yet another attack on a container vessel on 15 December 2023 that prompted Maersk and key shipping lines to pause their passage through the Red Sea. Any chances of resumption of regular services in the Red Sea/Suez Canal were thwarted by attacks on 'Maersk Hangzhou' on 31 December 2023.

Since then, practically all the services of the container shipping lines over the Bab-al-Mandab Strait/Red Sea/Suez Canal have been suspended. Almost 24,000 ships, which account for 12 per cent of the global trade and one-third of container vessels, pass through the Bab-al-Mandab Strait/Red Sea/Suez Canal every year. Avoiding this stretch meant vessels had to take a longer route of navigating through the Cape of Good Hope—a detour of as many as 6,000 nautical miles or 12 days in transit time. A round trip between the west Indian coast and Europe, for instance, takes 56 days and eight vessels. With this detour, two or more ships need to be added to maintain the schedules.

Thus, about 25 per cent more capacity is required to maintain those service levels. This not only adds to the transit time but also to the costs—



charter of ships and additional charter hire on existing ones due to the extra number of days involved, while sailing via the Cape of Good Hope. Besides in a situation like this, where demand for ships increases, the cost of acquisition

Exports of perishables such as grapes to Europe, are a matter of concern as they will be unable to withstand the long detour over Cape of Good Hope

or the charter rate rises too. Besides this, expenses on fuel, crew, insurance among others too add to the costs.

Shipping lines may also have to incur further costs due to berthing delays due to the possible bunching of vessels, feeding (as the main line vessels may prefer to call only at key ports to maintain their schedules), repositioning of both ships and equipment to demand locations. All this is likely to increase freight costs

as long the crisis lasts. As far as India is concerned, the bulk of its exports are directed to the UK/Europe/MED/the USA, but now the exports move to the Cape of Good Hope.

While insurance companies have increased their war risk premia from 0.1-1 per cent of the value of the ship, it is learnt that many of them are reluctant to insure the cargo. In the meanwhile, many overseas buyers have suspended their imports. Fresh orders are, however, expected to be placed once the existing inventory levels deplete, by which time, the supply chains are likely to have adjusted themselves to the higher costs and longer transits. However, exports of perishables such as grapes to Europe, for instance, are a matter of concern as they will be unable to withstand the longer transits over the Cape of Good Hope.

Hopefully, the situation will improve before the end of this grape season in April. In the meanwhile, the grape exporters will possibly be looking at other markets such as the Persian Gulf, China and the Far East to absorb some of their stock. On the other

hand, 60 per cent of India's imports are from China/Far East, which have not been impacted much. Going forward, it is hoped that a sort of a political settlement or the presence of the Indian Navy in the Arabian Sea and the Gulf of Aden, along with the USA-led Operation Prosperity Guardian in the Red Sea and the security measures proposed by some European countries are likely to come into effect from 19 February 2024. It will help restore some semblance of normalcy sooner rather than later in the region.



Sunil Vaswani
Executive Director, Container
Shipping Lines Association (India)

*(The views expressed are solely of the author.
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India nearing 10 MMT air cargo milestone



Upgrading global and regional airports and building new airports with dedicated cargo terminals will augment cargo volumes and transportation. Distribution between belly and freighter has been stabilized at 70% and 30% between air cargo in belly hold and freighter, respectively. Cargo hubs such as Delhi, Mumbai, Bengaluru, Chennai, and Hyderabad have been instrumental in trade facilitation.



Ritika Arora Bhola

According to a latest report by Research and Markets, India's air freight market is estimated to be US\$13.08 billion in 2023 and is expected to reach US\$17.22 billion by 2028, growing at a CAGR of 5.65 per cent. This ambitious target, a testament to India's economic aspirations, is underpinned by a multi-faceted approach. Ranked 12th globally, the country handles around 5.3 MMT of cargo annually, recording a growth of 7 per cent over the past five years.

Domestic cargo contributed roughly 40 per cent of the total throughput, while global cargo added up to the remaining 60 per cent in FY 2023. The distribution between belly and freighter has now been stabilized at 70 per cent and 30 per cent between air cargo in belly hold and freighter, respectively. Key cargo hubs such as Delhi, Mumbai, Bengaluru, Chennai, and Hyder-

abad have been instrumental in trade facilitation, but the potential for increased volumes still needs to be tapped to achieve the government's ambitious target of 10MMT by 2030.

Upgrading existing global and regional airports and building new airports with dedicated cargo terminals will augment cargo volumes

Domestic cargo contributed roughly 40% of the total throughput, while global cargo added up to the remaining 60% in FY 2023

and transportation. Enhancing road and rail linkage, developing MMLPs, advanced warehousing techniques, streamlining customs clearance processes, reducing pa-

perwork, and adopting digital solutions will help. The key growth drivers will be e-commerce, globalization of supply chain, and increasing demand for air cargo services from various sectors, including pharma, manufacturing, agri, and electronics. The potential of perishable cargo has been a major contributor to this development.

"The airport infra in metro cities is adequate to handle 10 MMT and a different strategy should be used for both passenger and cargo. The passenger traffic should be allowed to reach tier II and III cities directly. However, cargo should come to main gateways to bring the efficiency of wide-body large capacity aircraft, which will bring down the cost and will be faster and seamless," emphasized experts. Boosting cold chain capabilities, express networks, and regional connections is important too. PPP mode will be pivotal in enabling this four-fold growth within the





AT A GLANCE

- The air cargo industry needs to focus on e-commerce, both domestic and cross border, apart from the airlines enhancing their capacity and fleets catering to assorted destinations.
- Upgrading existing global and regional airports and building new airports with dedicated cargo terminals will augment cargo volumes. Enhancing road and rail linkage, developing MMLPs, and adopting digital solutions etc., will help.

decade. Policy reforms, incentives and skill development will complement the creation of efficient multi-modal logistics ecosystems, the experts added.

“If we look at the current developments, to encourage exports, 40 air cargo terminals have been constructed, while 30 airports have been provided cold-storage facilities. This apart, 35 multimodal hubs are also in the pipeline. The government has worked towards initiatives such as paperless EXIM trade process through e-Sanchit, faceless assessment for customs, provisions for e-way bills, and FASTag.

Now, to move ahead, the air cargo industry needs to focus on e-commerce, both domestic and cross border, apart from the airlines enhancing their capacity and fleets catering to the assorted destinations.

CVS speaks to experts to find out their growth plans and strategies to achieve 10 MMT of cargo by 2030 and make the dream come true.

Enhancing efficiency to streamline processes

“Reflecting on the air cargo performance at BLR Airport in 2023, we processed 422,644 metric tonnes of cargo, which indicates a 2 per cent increase from the previous year. The airport continues to be the top hub in India for exporting perishables for the third consecutive year. In line with the government’s vision for increased cargo throughput by 2030, our strategic investments, including the addition of Menzies Aviation Bangalore Pvt. Ltd., and WFS Bangalore Pvt. Ltd., signify a pivotal moment in our cargo growth story. These partnerships bolster our capacity, efficiency, and overall growth trajectory. We are poised to achieve a cargo capacity of 1 million MT by the end of this



Satyaki Raghunath
Chief Operating Officer
Bangalore International Airport

decade. Embracing advanced technologies and innovation, BLR Cargo is aiming to set new standards as we are determined to streamline processes, enhance efficiency, and solidify our position as the preferred cargo gateway to South and Central India.”

Boom in cargo traffic in tier II and III cities

“To achieve the ambitious target of 10 MMT by 2030, a multi-pronged approach is necessary.

❖ **Airport modernization:** Upgrading existing airports and building new ones with dedicated cargo terminals. Ongoing expansions in Delhi, Mumbai, Hyderabad, and Bengaluru are underway with plans for Greenfield cargo airports in Chennai.

❖ **Logistic infra:** Enhancing the road and rail connectivity, developing MMLPs, and implementing advanced warehousing.

❖ **Customs simplifications:** Streamline customs clearance process, reduce paperwork, and adopt digital solutions. Ongoing efforts include paperless trade initiatives and promotion of Authorized Economic Operator (AEO) certification.

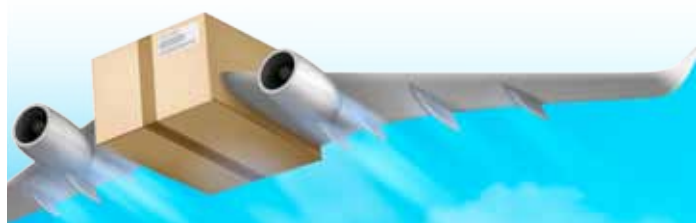
❖ **Global connectivity:** Strengthen air cargo relations with key trade partners through bilateral agreements



Pradeep Panicker
CEO, GMR Hyderabad
International Airport

and route expansions to boost cargo volumes.

Additionally, we have witnessed a boom in air cargo traffic in tier II and III cities. The growth is attributed to the increase in manufacturing units, increased industrial output, and the expansion of e-commerce industry. The potential in perishable products has been a major contributor to this development.”



PPP mode pivotal in four-fold growth

“India’s air cargo sector is preparing to hit 10 MMT of annual throughput by 2030, driven by strategic expansions in infrastructure, technology and sustainability. Key moves include modernizing top airports, while boosting cold chain capabilities, express networks and regional connections. The Public Private Participation mode will be pivotal in enabling this four-fold growth within the decade. Policy reforms, incentives and skill development will complement the creation of multimodal logistics ecosystems. With air trade expected to outpace global averages, these efforts across stakeholders could unleash the sector’s potential. My suggestion is that we should



Amit Maheshwari
Co-founder & CEO
Softlink Global

leverage technology to launch an integrated nationwide e-Booking marketplace and control tower for air logistics. This digital platform can consolidate real-time capacity across airports, carriers, and handlers on to a common portal.”

Govt-industry must unite to boost cargo

“The airport infrastructure in metro cities is adequate to handle 10 MMT and we should use a different strategy for hub and speak for passenger and cargo. The passenger traffic should be allowed to reach remote locations directly. However, cargo should come to main gateways to bring the efficiency of wide-body aircraft, which will bring down the cost and uplift will be faster and seamless. This will help achieve freight tonnage targets. The challenges that we face at the gateway airport if we lose the tonnage traffic to tier II and III cities, then existing tonnage at the gateway traffic will have to bear a higher cost. This, in other words, may affect Indian



Tushar Jani
Group Chairman
Cargo Service Center

imports and exports. It is time that the government along with the industry develops a comprehensive strategy and execution plan for cargo, which may or may not be different from the passenger.”

Better linkage must from regional cities

“Current air cargo traffic in India is approximately 3 MMT per annum, 30 per cent of the central government’s 10 MMT target, giving us ample head room to grow. Growth is actuated by India’s Gross Domestic Product, in 2030, poised at US\$7.3 trillion from current levels of US\$3.7 trillion. Given that national growth will be at twice the size, opportunity is complimentary to its speed and volume. Adding more international trade, adoption of updated digital, and physical infrastructure will be the significant strategy. Tier II and III airports needs better connectivity—transport and digital highway.



Sanjiv Edward
CEO, Cargo
GMR Airports

However, non-compliance of regulations, maze of non-standard processes and ignorance to ESG can impede our trajectory and speed.”



Contd. on next page ▶

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Need more airports to ease congestion

“ India’s ambitious goal of achieving 10 MMT annual cargo throughput by 2030 necessitates strategic initiatives.

❖ The government focuses on expanding cargo handling beyond airports, establishing off-airport locations to alleviate congestion during peak periods

❖ Prioritizing tier II and III cities enhances accessibility and facilitates increased cargo movement. Key to success lies in the implementation of the NLP and the PMGS

❖ Additionally, addressing challenges related to cargo handling tariffs by



Vipin Vohra
Chairman
Continental Carriers

supporting CTOs is vital for growth and competitiveness and reduction in the overall logistics cost. These steps will propel India to streamlined cargo ecosystem.”

Focus on cargo infra in tier II & III cities

“ To maximize its freighter operations in 2024, IndiGo is tailoring its services to cater to the specific cargo needs, such as e-commerce, perishables, and time-sensitive items. The firm is focusing on enhancing the cargo terminal infrastructure in tier I and II cities, as well as evaluating the addition of more routes for China and Southeast Asia, creating air cargo-friendly routes, and ensuring efficient and seamless transportation. IndiGo leverages its advantage by strategically deploying freighters on high-demand routes complementing its extensive domestic network. It provides belly cargo



Mark Sutch
CCO, CarGo
IndiGo

space in its fleet of more than 300 aircraft along with three dedicated A321F freighters, which are key to achieving a target 10 million MT by 2030.”

Need to unlock India’s potential as international trade hub

“ India’s vision of achieving 10 MMT of annual cargo throughput by 2030 fills the industry with optimism. Though bold, everyone deeply resonates with this target given our nation’s growing economic ambitions.

The rise in greenfield airports in tier II and III cities, guiding trade beyond metros, rise in digital towers, streamlining processes, and crafting cargo AI to aid op-



Cyrus Katgara
Partner
Jeena & Company

AI-enabled systems in cargo ops must

“ India handled around 2.5 million tonnes of cargo worth US\$13 billion last year, which is likely to increase up to US\$17.22 billion by 2028. Two most critical things for achieving the ambitious target as high as 10 MMT by 2030—infrastructure and technology. The country has made rapid strides in aviation infrastructure in the past few years. Of the 21 new greenfield airports planned across the country, 12 have already been operationalised. We can see a strong focus on the emergence of Artificial Intelligence-enabled apps and systems to facilitate daily



C.K. Govil
CMD, Activair Airfreight India
& President, ACAAI

air cargo operations. Clearly, we are on the right path to make 10 million MMT a reality by 2030.”

Delivering tailored air cargo solutions

“ CJ Darcl is actively contributing to India’s aspiration of becoming one of the leading air freight markets by 2025, thereby bolstering the nation’s economy. Distinguished by a unique market proposition, CJ Darcl serves as an authorized agent for major airlines, facilitating air cargo bookings nationwide. Additionally, the company holds accreditation from IATA, paving the way for global expansion. With a seasoned team possessing extensive airline expertise, CJ Darcl strategically positions itself for domestic market consolidation and imminent international growth. The company envisions delivering comprehensive and tailored



Nikhil Agarwal
President
CJ Darcl Logistics

solutions to meet customer requirements, aspiring to emerge as a prominent leader in the air cargo industry.”



Govt tackling logistics cost to boost exports

“ The Union Ministry of Civil Aviation is committed to elevating the air cargo industry, targeting 10 million metric tonnes by the year 2030. Currently, the air cargo tonnage, standing at under 3.5 million MT, encompasses exports, imports, and domestic air cargo. Recognizing the significant role of air cargo, the central government is employing a multi-pronged strategy to tackle increased logistics cost, aiming to reduce them from 14 per cent to 9-10 per cent. This initiative not only boosts export potential but also makes air cargo more appealing for various commodities and fostering economic growth.



Suneet Gupta
Global Head, Cargo, Community
Systems, Kale Logistics Solutions

Emphasizing on technology, there has been a concerted effort to enhance air cargo speed, efficiency, affordability and indicating a forward-looking approach to the advancement of the industry.”



India moving towards industrial economy

“ Considering the current level hovering over near four million with seven years ahead, I am optimistic to meeting the target of 10 MMT by 2030 is achievable something which was impossible in the past. Optimism gets strengthened since India is moving towards a manufacturing economy. Domestic air cargo is likely to stay in slow track not because there is no domestic cargo, but because of excellent road infrastructure created in recent days. The global air cargo growth depends upon:

- ❖ Exploring new products and new markets taking advantage of emerging geopolitical opportunities.
- ❖ Creating cargo processing infra, not just in gateway airports



B. Govindarajan
Chief Operating Officer
Tirwin Management Services

but in off-airport locations and tier II and III cities

- ❖ Liberating air cargo from dependency on foreign airlines. Building robust national air cargo capacity and ecosystem—core element for sustainable growth.”

Negotiating bilateral pacts to boost cargo

“ Focusing on setting up new air routes, enhancing existing ones, and negotiating bilateral agreements with key trading partners, would boost the cargo movement, contribute to growth of aviation industry, and create more job opportunities. The key drivers are e-commerce, globalization of supply chain, and the increasing demand for air cargo services from various sectors, which include manufacturing, agriculture, pharmaceuticals, and electronics, among others.

Customs and regulatory reforms: To facilitate smoother cargo movement, the government is simplifying documentation, adopting digital platforms, and single-window clearance mechanisms, and implementing efficient clearance processes. Public Private Participation are being encour-



M Afzal Malbarwala
Managing Director
Galaxy Freight

aged to drive investments in cargo infra, technology, and logistics solutions. Green initiatives—adoption of cleaner fuels, energy-efficient technologies, and waste reduction measures, are integral to India's vision. By prioritizing sustainability, India aims to balance economic growth with environmental responsibility in its maritime activities.”

Major players invest in tier II & III cities

“ National Logistics Policy (NLP) will drive air cargo growth:

- ❖ Dedicated air cargo corridors: Setting up road and rail links between production and consumption centres to expedite cargo movement.

- ❖ MMLPs: Integrating air, land, and sea operations within these parks to enhance intermodal transportation.

- ❖ Infrastructure upgradation: Modernizing ports, railways, and airports to boost capacity and efficiency.

- ❖ Technology Integration: Implementing logistics management systems and automation for streamlined processes and reduced costs.

- ❖ Export Boost: Initiatives such as 'Krishi Udaan' for agricultural goods and 'Make in India' for manufactured products to drive export growth. Major players in airports, logistics, and shipping are actively investing, particularly in tier II and III cities. However, the challenges persist, including inefficient infrastructure, a shortage of skilled manpower, complex regulations, and the need



Xerrxes Master
President
AMTOI



for seamless multimodal integration. Addressing these challenges requires concerted efforts from the government, private sector, and industry stakeholders. Continuous focus on infrastructure, policy reforms, technology adoption, and skill development is crucial. “

Improving road network essential

“ India will reach this target with contribution from several angles such as surging cross border e-commerce, continuous refinement of regulations and procedures, especially from customs. The latter raises optimism in getting customs regulations, while protecting the national interests.

These enablers are not sufficient by any stretch of imagination. Improved road network starting from Bharat Mala, the railway freight corridors, huge impetus for inland waterway shipping—all these factors would influence domestic and global cargo from feeding/distribution perspective. Transshipment of domestic, international and, intra domestic and international, are fully in compliance with security



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

and customs needs is not utopia but a real possibility. It appears that there are hesitations and dragging of feet at some quarters which has prevented this from being implemented, should we look at our larger ambition to become US\$5 trillion economy by 2028, pushing the country up to third place.”

Road network linking airports necessary



Kamesh Peri
CEO, Celebi Delhi Cargo Terminal
Management Pvt Ltd

“ This vision is a challenging yet significant. This will be a strategic measure towards transforming the country into a prominent international air cargo player. Achieving this vision requires meticulous assessment of cargo demand, capacity and infrastructure issues. Outside of traditional international and domestic traffic, focus on transshipment volumes should be a must.

Developing international cargo hubs would be another significant enabler. Tier II and III cities will have to emerge

as crucial players, housing dedicated cargo terminals. Furthermore, developing a robust road feeder network to supplement air capacity gaps in certain regions need also to be considered.

This intricate air-ground expressway will seamlessly connect tier II and III cities with key cargo hubs. Admittedly challenges exist, policy inertia sometimes stifles progress, so that all the government bodies along with the trade need to come together as one unit, indicating a cargo movement, streamlined participation and decision-making.”



Dedicated freighters to realise 2030 target

“ In FY2022, our country's airports efficiently managed 3.14 million metric tonnes of freight, propelled by robust developments in cargo infrastructure—dedicated freight corridors, cold storage facilities, transshipment hubs, Grade 'A' warehouses, and expanding regional cargo complexes. Driving this expansion are important sectors, such as e-commerce, fast moving consumer goods, retail, chemicals, pharmaceuticals, automotive, and industrial goods. Achieving the 2030 target demands deploying dedicated freighters and expanding airports from 140 to 225 by FY25. Despite challenges such as tariff disparities, proposed reforms aim to spur privati-



Vikram Mansukhani
National Operations Head
Blue Dart

zation and infrastructure development. Initiatives such as 'Fly-from-India' and an integrated digital supply chain through the NACCS platform showcase the industry's commitment to innovation.”



Industry needs to focus on e-commerce

“ The government is committed to improve export growth and connectivity. As many as 40 air cargo terminals have been constructed, while 30 airports are providing cold-storage facilities. While this was so, 35 multi-modal hubs are in the pipeline. The government is working towards initiatives such as paperless EXIM trade process through e-Sanchit, faceless assessment for customs, provisions for e-way bills, and FASTag, among others, that have increased the efficiency of the logistics sector. Upgrading several airports in satellite towns have already



Sunil Kohli
Managing Director
Rahat Cargo

been initiatedV to provide seamless connectivity from even remote locations. However, the challenges remain to overcome the shortage of skilled personnel to cope with the latest technological innovations. The industry needs to focus on the e-commerce factor in the coming years, apart from the airlines enhancing their capacity and fleets catering to the many destinations. The shippers need to equip themselves with digital technologies and the same applies to the freight forwarders too to achieve a faster, smooth and paperless chain of events from packing to delivery.”

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BRANCHES AMRITSAR LUDHIANA PANIPAT NEW DELHI MUMBAI



‘Balancing growth with resilience, sustainability’

Customer satisfaction is at the heart of the Bobba Group. The Group, which had previously partnered with Lufthansa Cargo to set up GSSA and GHA biz in south and East India, is all set to celebrate one year of ops at their micro-fulfilment warehousing solution.



CT Bureau

CUSTOMER SATISFACTION

The bottom line in business is often associated with financial performance, but the quality of service plays a fundamental role in achieving and maintaining that financial success. It's not just about products; it's about the entire customer experience that can make or break a business. And by adapting this very belief into their business, The Bobba

Group has set the gold standard on the professional front, in every aspect of the freight

this has always been its guiding principle. The group had previously partnered with Luf-

Customer satisfaction is at the heart of the Bobba Group's foundation, and this has been its guiding principle. The group has expanded its range of services by venturing into different sectors

industry. Customer satisfaction is at the heart of the Bobba Group's Foundation, and

thansa Cargo, a leading European airline to establish their GSSA and GHA business in

south and East India. This association validates the group's ethical values and dedication to delivering exceptional service. Bobba Group has expanded its range of services by venturing into different verticals of the aviation industry. In addition to managing airlines and serving as cargo custodians at airports, they have recently entered the field of 3PL and micro fulfilment. Furthermore, they now offer cold and dry logistics services, as well as specialized ware-



V. S. Bobba, and Durga Bobba



housing solutions, including a dedicated distribution hub. V. S. Bobba, MD, Bobba Group says, “Bobba Group has been a pioneer in the aviation; airport cargo and ground handling services for over 30 years. We have managed air cargo terminals and also provided ground and ramp handling services till recently.” Bobba Group is known to provide the best of service solutions, service quality across various sectors. They have a truly impressive portfolio that covers:

GSSA and GHA: As a GSSA, they focused on sales and services for airlines (primarily cargo-related), while as a GHA, their responsibilities included exports, handling, imports handling, documentation, supervision, and surveillance. The group in its association with Lufthansa Cargo, dealt with customers and partners from the air cargo industry across south and east of India. Their process follows strict integrity, transparency and compliance aligned to that of their principal and partners. This saw a very successful

partnership with Lufthansa for over two decades.

Cargo Custodians: To build a state of the art facility and make it to what it is today—a cargo hub for the principal, has been one beautiful journey. The group believes in integrity, transparency, and compliance. That is what makes them known as the best service providers in the industry. To name a few of the responsibilities of what the role might entail, a cargo custodian oversees cargo security, managing and maintaining accurate records of all cargo transactions, quality control, inventory management, handling, and transportation, coordinating the loading and unloading of cargo and the list goes on.

Ground and ramp handling agents: Both ground and ramp handling agents work together to facilitate the safe, timely, and efficient movement of aircraft, passengers, and cargo at airports. Their coordinated efforts contribute to the overall success of airline opera-



tions. At airports, the Group's customers were airlines. At the end, service quality plays a major role in winning over the customers.

MICRO-FULFILMENT LOGISTICS SOLUTIONS:

Sharing about the newest service, which is a brick-and-mortar micro fulfillment warehousing solution that will celebrate its first anniversary this month, Durga Bobba, Director, Bobba Group said, "We have been in this industry for over 30 years and are known for the best service practice. Small is the new big when it comes to 3PL warehouses and this has given rise to micro-fulfilment centres, which is a big opportunity for this industry."

She added, "We cater to a varied range of customers such as traders/shippers/manufacturers/freight forwarders. The need of the hour is agility, resilience, and flexibility. Earlier, supply chains focused on cost reduction only. But now, it cannot be a cost-based operation only. One must think beyond cost and reckon with agility, resiliency,



Chandrakala Bobba and Balajee Bobba

and sustainability. 3PL services by the Bobba Group aim to balance growth. Siblings Chandrakala Bobba and Balajee Bobba, the second generation and both Directors at Bobba Group have been leading the company into new turfs for a few years now.

They have already added many new feathers to their already diverse cap like the concept of 'small is the new big' with micro fulfilment centres and micro warehousing. This idea took birth when the duo saw the need for space within city limits. They have both have been at the forefront of this project.

The bottom line: whatever vertical of the freight industry they get into, The Bobba Group is all about service to the customer and state of the art infrastructure that meets global delivery standards. Their business has been set up to meet the industry-wide requirements in air cargo and all other service solutions. With the same dependability and reliability that they are renowned for, along with the trademark stamp of the best-in-class service. 🚚

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Reducing impact of global crises on EXIM trade

2024 may herald beginning of new economic growth cycle for air cargo after past year ended with a positive 9% YOY rise in demand and general air cargo spot rate reached its highest level in nine months; wars, recession are likely to impact shipping trade, which may influence air cargo rates and demand, say experts.



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Ongoing global economic slowdown and crises such as Red Sea conflict, Ukraine-Russia war, global recession have put air cargo stakeholders under pressure, as upholding seamless and efficient supply chains has become a challenge. The crises have impacted international trade resulting in high air freight charges, low tonnages, cargo volumes and capacity. However, the Red Sea conflict has urged the sea freight operators to move to air to continue with movement of goods worldwide, giving a sense of relief to EXIM

traders, despite high rates and low volumes.

According to the latest figures from WorldACD Market Data, "Global air cargo tonnages have surged in the second week of 2024 following their slowdown in the second half of December 2023 and the first week of January 2024. The increase includes double-digit percentage increases in demand to Europe from APAC and from the Middle East and South Asia, which reflect some modal shift to air because of disruptions to shipping in the Red Sea."

There have been anecdotal reports in the recent days of

cargo owners switching some cargo from sea to air because of delayed ocean voyages caused by disruptions in the Red Sea. "It is unclear as to what extent this has contributed to air cargo demand. The elevated tonnage figures to Europe from APAC and from the Middle East and South Asia contribute from modal shift on these lanes from sea to air and to sea-air," the report highlighted.

Niall van de Wouw, Chief Airfreight Officer, Xeneta, gives an overview of how the ongoing global economic slowdown and crises impact air cargo growth. "While the geopolitical environment and

cost of living pressures continue to present hurdles to global trade, the predictability of air cargo means the industry stands to benefit from escalating disruption, albeit producing modest gains in volumes. To say this year is a 'new dawn' is a little too optimistic, but I think it is the start of a new cycle for the airlines and freight forwarders.

The shippers are likely to appreciate stability returning to the market so they can forecast the transportation costs for the products they are selling. Our market outlook forecast for 2024 remains unchanged with an anticipated growth of 1-2 per cent in de-



mand, and a 2-4 per cent rise in supply.”

With rising expectations of market normalisation, the shippers preferred to commit to longer-term, fixed rate con-



Niall van de Wouw
Chief Airfreight Officer
Xeneta

To say this year is a 'new dawn' is a little too optimistic, but I think it is the start of a new cycle for airlines & forwarders

tracts in the past quarter of last year (2023). Over six-month contracts accounted for 45 per cent of the total contracts signed, up 5 percentage points

from the previous quarter. Six-month contracts amounted to another 28 per cent of the total market. This was in stark contrast to COVID era when most shippers had to manage rates valid for up to one-month only. By the fourth quarter, the share of up to one-month rates was 14 per cent.

Wouw added, “There is a lot of friction in the global supply chain market, which means there will be opportunities for some sectors. If big ocean carriers are not passing through the Red Sea, it might delay a million containers, with all the knock-on effects. Some shippers will pay for predictability of air cargo to lessen the

impact of the current ocean freight disruption, in case you do not know how long this situation will continue. In contrast, air cargo industry seems to be in a more ‘steady state’. It is important for the airlines and forwarders to focus on the elements they can control, such as cost and reliability, and be ready when the opportunities arrive.”

He also questioned whether the ocean carriers will continue to invest profits from COVID to get a foothold in the air freight market. “The overall outlook for the supply chains in this year (2024) is difficult to forecast amidst the market uncertainty. This is not good



for investments and the shippers, but it might be good for the share of air freight of international trade.”

The Indian air cargo industry, which is not majorly impacted, is showing signs of improvement. Acknowledging, **Tushar Jani, Group Chairman, Cargo Service Center**, emphasized, “India showed marginal growth last year in the increase of air cargo throughput of 6.5 MMT. However, the growth has not been significant due to recession in Europe coupled with a



Tushar Jani
Group Chairman
Cargo Service Center

The distribution between belly and freighters has now stabilized at 70 per cent belly and 30 per cent freighter

slowdown in the USA. India's major trade partners are EU and the USA. Indian imports from China have reduced by 18 per cent. Indian exports to Africa have reduced slightly. Overall, it has impacted the growth of air cargo throughput. The distribution between belly and freighters has now stabilized at 70 per cent belly and 30 per cent freighter. The current trouble in the Red Sea will increase some air cargo volume and if the airlines increase freight rate, then it will become counterproductive.

The industry must work towards keeping a reasonable rate to achieve good growth and allow the supply chain to remain productive and stable with air cargo compared to increased sea freight cost,

provided air cargo remained affordable. We must hark back to the lessons learnt during COVID when the air cargo rates became so exorbitant that some commodities had to be moved through maritime shipping. This is a golden opportunity for air cargo to convert those lost tonnages from maritime shipping back to air cargo, provided we keep the air freight rates stable, keeping in mind the long-term advantage of growth."

Ashwani Nath, CCO, Logistics, DP World Subcontinent, said, "In 2023, global supply chains faced disruptions due to geopolitical tensions, inflation, and reduced international demand, causing a slowdown in global economic growth. Despite these challenges, growth in India was projected at around 6.3 per cent in 2023 and 2024, according to International Monetary Fund (IMF). Showcasing resilience, the country has emerged as one of the fast-



Ashwani Nath
CCO, Logistics
DP World Subcontinent

Fuelled by a strong domestic demand, India has emerged as one of the fast-growing major economies

growing major economies. Fuelled by a strong domestic demand, infrastructure investments, and a robust financial

sector, the country's economic growth trajectory continues to stay positive.

Technology adoption, guided by NLP and the Unified Logistics Interface Platform, played a key role in strengthening logistics ecosystem by simplifying logistics processes and bringing transparency to the logistics sector. With a focus on Free Trade Agreements, India is well positioned to become an enabler of trade and one of the leading players in the global supply chain. In pursuit of our ambition, DP World is dedicated to supporting businesses explore new markets, domestically and globally.

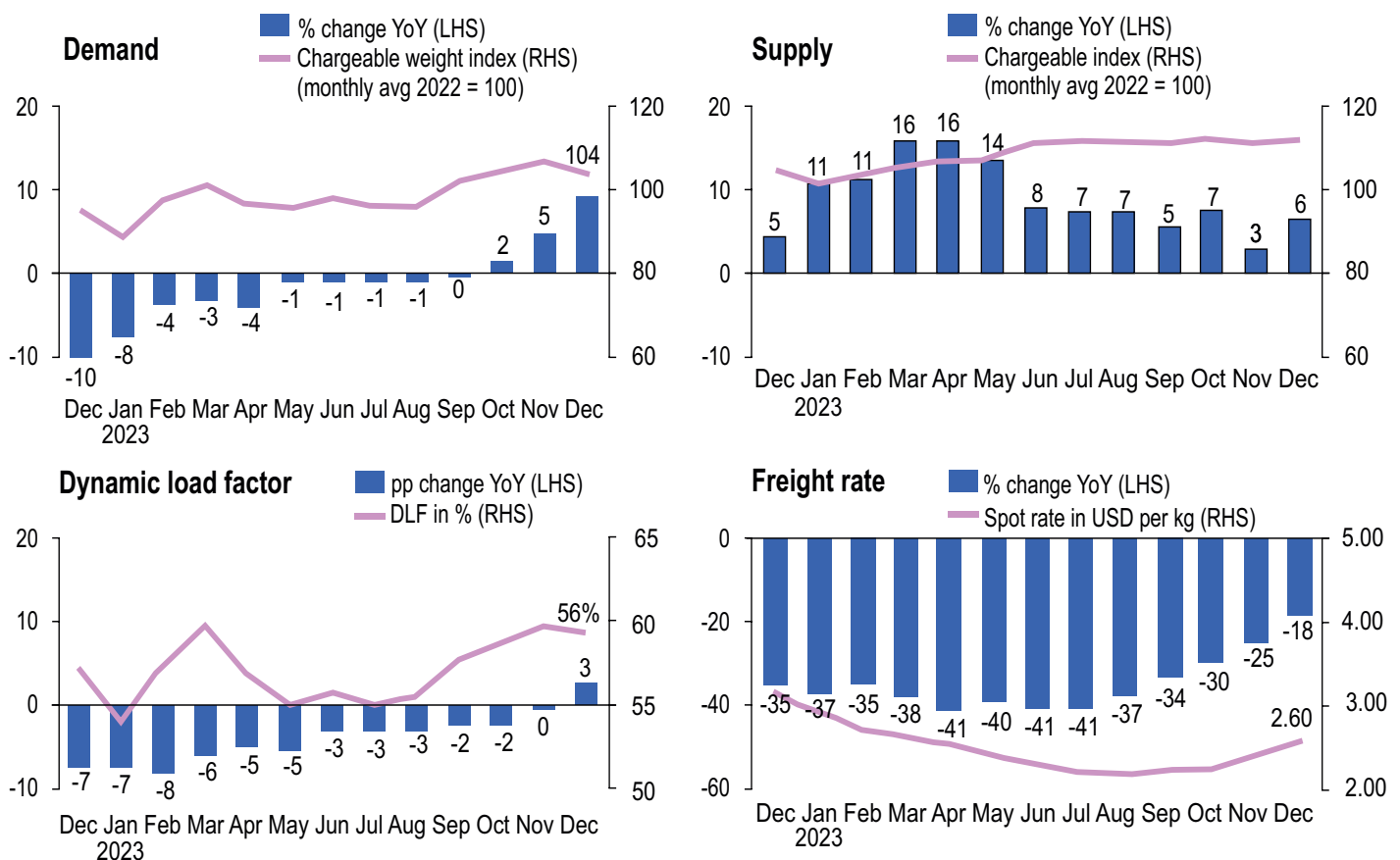
Our Free Trade Warehousing Zones in Nhava Sheva and Chennai, located near ports, facilitate EXIM activities, offer foreign businesses a seamless entry into India and an opportunity to diversify their supply chains. The upcoming greenfield terminal in Kandla, Gujarat, developed in partner-

ship with Deendayal Port Authority, will have a cargo handling capacity of 2.19 million TEUs annually. Aligned with the Amrit Kaal Vision 2047, we are committed to quadrupling the port handling capacity and developing multimodal logistics infrastructure to foster economic growth in India and beyond. DP World arranged digitalisation such as visibility to support end-to-end inventory tracking at SKU level.

With our extensive rail freight network of our own assets of rolling stock and inland container terminals, we are focused on increasing the share of domestic rail freight services to minimize road transportation and drive sustainability. This will help customers unlock the competitive advantage offered by multimodal networks, while reducing their carbon footprint. Bringing in the convenience of free trade zones, cold chain and 3PL logistics connected to first, middle and last-mile

Global air cargo spot rate reached its highest level in nine months

Global air cargo demand, supply, load factor and freight rate developments



Source: Xeneta

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FTL & Express B2B logistics, DP World offers its customers a range of solutions from warehousing to delivery fulfilment. In addition, freight forwarding services and coastal shipping create the bridge to our vast global network across 75 countries.”

According to **C.K. Govil**, **CMD, Activair Airfreight**, “The Indian economy does not operate in silos, so it is affected by the global slowdown.



C.K. Govil
CMD
Activair Airfreight



Geopolitical tensions, the ongoing wars, and inflation prevented global trade from bouncing back this year

In fact, our goods exports declined by 12.7 per cent on YOY basis to US\$34.66 billion in April this year, the lowest in six months. Our merchandise imports dived by 14 per cent to land at US\$49.90 billion in the same period. Geopolitical tensions, war, and inflation prevented global trade from bouncing back this year. With dependence on the Chinese economy declining and ‘friend-shoring’ on the rise indicate that countries with matching political values and views rely on each other to boost EXIM trade.

Amit Maheshwari, CEO and Co-founder, **Softlink Global**, explained, “The Israel-Gaza war is a stark reminder that our global supply chains, as strong as they may seem, are not immune to geopolitical events. These situations can have ripple effects that span

continents. Considering this, the shippers need to be ready to adapt and be proactive in their



Amit Maheshwari
CEO and Co-founder
Softlink Global

Being proactive in managing risks is what is going to make your supply chain robust & ready for whatever comes its way

planning. One smart move is to diversify the supplier base. Putting all your eggs in one regional basket is a risky game. Also having solid relationships with logistics partners and well-



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thought-out contingency plans such as backup routes and transportation methods is key. And do not forget the power of building up inventory buffers and considering near-shoring to lessen risks. Being proactive in assessing and managing risks is what is going to make your supply chain robust and ready for whatever comes its way."

On a similar note, **Yashpal Sharma, MD, Skyways Group**, asserted, "The world is interconnected today. Any event or a crisis in any part of the world impacts almost all the nations. India cannot be alienated from the ongoing crisis in Central Asia. But the impact is not major here. The Indian supply chains have become highly resilient post-



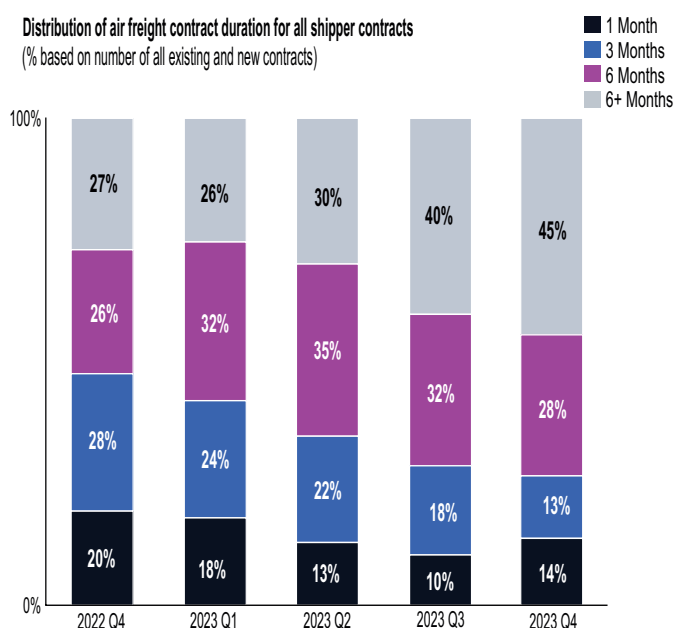
Yashpal Sharma
MD
Skyways Group



David Shepherd
CEO
IAG Cargo

Shipper's preferences for over-six-month contracts continued to grow

Distribution of air freight contract duration for all shipper contracts
(% based on number of all existing and new contracts)



Note: 1 Month refers to contracts valid for up to 1 month, 3 Months refer to contracts valid for longer than 1 month and up to 3 months, etc.

Source: Xeneta

India cannot be alienated from the ongoing crisis in Central Asia. But the impact is not major here

COVID, and the logistics firms have adopted contingency plans to deal with any future crisis. The so-called global slowdown was not a big one. Though the slowdown was expected post-COVID and the supply chains re-corrected and the demand, which came down initially, is already showing signs of improvement. India has had little impact of this due to a robust domestic market and better spread of international markets too."

The supply side of the cargo industry has never been this high: in terms of the available CTKs in global market

David Shepherd, CEO, IAG Cargo, remarked, "On a global basis it has. Not only have we seen interest rates grow across the globe, which has dampened business capability as well as consumer demand, but we have seen big shocks with what is happening in the Middle East, with the continuing Israel-Gaza conflict, and the Russia-Ukraine war. The supply side of the air cargo industry

Contd. on next page ▶

has never been this high: in terms of the amount of available cargo tonne kilometers in the global market. The airlines are moving towards achieving carbon neutrality



Mark Sutch
CCO, CarGo
IndiGo

Part of slowdown is due to negative effects on trade of economic cooling measures introduced to fight inflation

by 2050 and adopting SAF. This is good news."

Mark Sutch, CCO, CarGo, IndiGo, concluded, "The global air cargo market is undergoing a correction post-pandemic and that is seeing severe pressure on yields and a real decline in cargo carried. IATA forecast that global uplift of air cargo in 2023 will decline



by 3.8 per cent chargeable weight versus 2022. As per IATA, part of this slowdown in cargo is due to the 'negative effects on international trade of economic cooling measures introduced to fight inflation'. For IndiGo, the decline in uplifted air cargo is more structural based around our fleet, and specific COVID-related measures enabled us to carry increased cargo volumes.

There are two factors for the decline in uplifted cargo by IndiGo. 'Cargo on Floor' aircraft were withdrawn from operations in July 2022. During COVID, IndiGo operated 'CarGo on Floor' aircraft under agreed terms from the DGCA. This was done to enable the movement of air cargo at a time when passenger flights were grounded

due to COVID travel curbs. During FY22, IndiGo carried 45,000 tonnes of global air cargo, which was split 50 per cent—on pax aircraft bellies and 50 per cent on 'CarGo on Floor' aircraft. In FY23, IndiGo carried 35,000 tonnes of global cargo which, when you factor in the cessation of 'CarGo on Floor' aircraft operations and look at the pure pax belly cargo, there is a growth of 20.3 per cent in cargo carried. It is important to factor in the impact that 'CarGo on Floor' aircraft had during FY22.

Uplift air cargo capacity has a direct correlation to passenger load factors. This is the case with narrow-body operations where increased load factor leads to an increase in the passenger baggage of a flight and thus limits the capacity

available for air cargo. As travel curbs lifted post-COVID, there has been an increase in passenger load factor.

IndiGo through a wet lease pact with Turkish Airlines has added two daily wide-body passenger flights (B777) on DEL-IST and BOM-IST. They have higher cargo capacity than a narrow body one. Through our partnership with Turkish Airlines, we are linked to many European lanes via Istanbul. IndiGo has announced new flights this year to Nairobi, Jakarta, Tbilisi, and Baku. With rise in pax aircraft capacity and increased utilisation on the freighter aircraft, IndiGo is expecting to grow its cargo volumes, although it will not be able to replicate the capacity that was available during the pandemic." 🍷



ACAAI, ACFI meet MoCA on eKYC, digital invoice issues

Air Cargo Agents' Association of India (ACAAI) and Air Cargo Forum India (ACFI) held a meeting with General V.K. Singh (Retd.), Minister of State, Ministry of Civil Aviation (MoCA), Vumlunmang Vualnam, Secretary, and Piyush Srivastava, Senior Economic Advisor, on issues regarding eKYC and digital invoice issues.



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Air Cargo Agents' Association of India (ACAAI) and Air Cargo Forum India (ACFI) held a meeting with General V.K. Singh (Retd.), Minister of State, Ministry of Civil Aviation (MoCA), Vumlunmang Vualnam, Secretary, and Piyush Srivastava, Senior Economic Advisor, to focus on issues regarding the eKYC and digital invoice issues.

"With uniform eKYC in place, exporters or importers do not need to register at every individual port. When the exporter is uploading the invoice for GST, the data should be



captured and used by customs to reduce the carbon footprint and not using paper, ACAAI and ACFI members raised

the concern. The meeting was attended by ACAAI and ACFI members, including CK Govil, President,

Vikram Kumar, Secretary K.S. Kunwar, Secretary General, ACFI, Arun Kumar and Rajiv Khanna, Members, ACFI. 🇮🇳

Shippers turning to air cargo amidst Red Sea crisis: Xeneta

Air cargo volumes from Vietnam to Europe—a major trade route—has spiked 62% in the week ending January 14. Niall van de Wouw, Chief Airfreight Officer, Xeneta, says increase in cargo volumes than last year is quite significant.



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Retailers are turning to air freight to protect supply chains and keep their products on shelves amid the on-going crisis in the Red Sea and Suez Canal, according to Oslo-based Xeneta.

According to the latest data released by Xeneta shows air

This has shown 16% rise in cargo volumes because of the Red Sea crisis

cargo volumes from Vietnam to Europe—a major trade route for apparel—spiked 62 per cent in the week ending January 14.

"This is also six per cent higher than 2023's peak week in October, and a 16 per cent increase on the volumes recorded in the same week 12 months ago," Niall van de Wouw, Chief Airfreight Officer, Xeneta, said. "This is the first signal in our data the Red Sea crisis is impacting air freight. This is a quieter time of year for air freight. To see increases of this



Niall van de Wouw
Chief Airfreight Officer
Xeneta

magnitude with higher volumes than at any point in 2023 is significant," he added. 🇮🇳

Absence of visibility, reliability in supply chain biz

Investing in top-tier talent and cutting-edge development centres across India, we are gearing up for substantial projects. Our focus lies on crafting a robust Cargo Community System transcending boundaries, propelling global trade through tech integration, says **Vineet Malhotra, Co-founder and Director, Kale Logistics Solutions.**

How was 2023 for Kale's business operations? Share with us key learnings and takeaways?

In 2023, we celebrated achievements marked by expansive growth, heightened investor trust, funding, and global acclaim for our cutting-edge platforms. We embraced and supported global mandates such as ICS2.0 and IMO e-FAL MSW, securing a leadership role in North America, the Middle East, and Europe. Despite these strides, there is ample ground to cover in advancing technology adoption within the global logistics sector, which lags other industries. Our journey continues to propel innovation and bridge the tech gap in this landscape.

Share with us strategies adopted for 2024 to enhance operational efficiency and offer innovative solutions?

As a product-centric enterprise, we are establishing cen-

tres of excellence focused on product-specific research and development, industry use cases, and advanced technology applications. Our product models are evolving towards streamlined SaaS solutions, adopting a build-own-operate approach to enhance digital acceptance. Our initiatives extend to sea-air corridors, freight e-marketplaces, and logistics control towers, empowering major importers and exporters to efficiently oversee cross-border trade across multiple locations.

Tell us about the recent advancements done by your company in technology and air cargo sector in past two years?

Investing in top-tier talent and cutting-edge development centres across India, we are gearing up for substantial projects. Our focus lies on crafting a robust and all-encompassing Cargo Community System that transcends boundaries, propelling global trade through tech integration and interlink-



Vineet Malhotra
Co-founder and Director
Kale Logistics Solutions

ing a network of networks of Cargo Community System. Embracing deep tech, we are channelling investments into AI, ML, IoT, and Blockchain, transforming these technologies into integral components of the Cargo Community System for enhanced usability.

How do you ensure tech-enabled solutions and visibility, reliability, and efficiency to all supply chain stakeholders?

In the current supply chain landscape, there is a glaring absence of visibility, reliability, and efficiency, both internationally and domestically. Our solutions aim to rectify this by providing accurate information, eradicating errors, manual data entry, and duplicate efforts. Real-time tracking ensures all stakeholders can monitor milestones thereby reducing cargo dwell time.

Throw light on the key bottlenecks, while deploying tech in different markets?

We grapple with bottlenecks, such as resistance to adopting

new systems and stakeholders believing a shared digital platform lacks specificity for their internal processes initially. It is essential to comprehend that technology, when implemented across diverse layers,

Our initiatives extend to sea-air corridors, freight e-marketplaces, and logistics control towers, empowering traders to efficiently oversee cross-border trade

evolves and adapts over time. The pervasive risk of cyberattacks looms large. Our solutions prioritize user rights, incorporating strict security measures aligned with global frameworks. By addressing these challenges, we pave the way for transition to advanced technologies.

What are your projects/expansion in pipeline?

Launching at Port Klang and thirty-three additional Malaysian ports, our Malaysia Maritime Single Window is poised for regional expansion. Anticipating widespread adoption across Asia Pacific Region (APAC), the Middle East, and Africa, we are prepared to deploy our IMO-compliant MSW platform, Kale. Aiming to cover 150 airports this year, we are engaging with governments worldwide to foster trade facilitation and enhance the EoDB.



BCBA, JNCH conduct session on EXIM trade

An Open House and interactive session was held for BCBA and JNCH members and stakeholders regarding imports and exports-related issues. Chief Commissioner, Customs, spoke about trade facilitation measures and initiatives taken by JNCH.



CT Bureau

BCBA along with Jawaharlal Nehru Customs House (JNCH) organized an Open House and interactive session for members and stakeholders regarding imports and exports issues on 28 December 2023. JNCH gave a presentation on the upcoming TRS Time Release Study 2024. Sanjeev Harale, SVP, BCBA, gave the welcome address all the dignitaries present. Akshay Patil, Deputy Commissioner, Customs, gave a slide show presentation on the Time Release Study and explained in detail its important points in establishing the predictability in the release of export and import goods. Dushyant Mulani, President, BCBA and Chairman, FFAI also spoke on the occasion.

BCBA gave an insight into the TRS Facilitation measures to improve the process and timeline for clearance of import and export cargo. During his address, Rajesh Pandey, Chief Commissioner, Customs, informed the gathering about the trade facilitation measures and initiatives taken by JNCH for facilitation of trade. Among others present included Com-



missioners, Customs, Zone II and trade and senior officers from trade bodies. Among others present included Sanjeev Kumar Singh, Commissioner, Customs (NS-II), Mumbai Zone II, JN Customs, Ashwini Kumar, Commissioner (Nhava Sheva-III), Mumbai Zone-II, JN Customs, Sonal Bajaj, Commissioner, Customs, NS-V, Mumbai Zone II, JN Customs. The session concluded with a vote of thanks to the chair by Ganpat Korade, Honorary Treasurer, BCBA. He also thanked the Customs officials, Customs Brokers, on the occasion. 🚚





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Geopolitical tensions often impact global supply chains

Supply chain disruption can often boost air freight. Its ability to respond rapidly is key for effective disruption management, says **Glyn Hughes, Director General, TIACA**. In an interview with **CARGOTALK**, he offers a comprehensive insight into the ripple effect of pricing in the air cargo sector.



CT Bureau

What are the ways in which geopolitical tensions impact cargo pricing?

Geopolitical tensions lead to volatility and uncertainty and that can disrupt production, consumption and crucially for this industry, transport and distribution. As tensions rise, the associated costs of transport increase as does the need for enhanced risk management and contingency planning. As other supply chain transport modes get disrupted,

the ingredients are there for cost increases. With maritime avoiding the Red Sea routings, this adds up to 14 days and up to US\$2 million in additional costs for sailings from Asia to Europe. This may also lead to short-term peak increases for air cargo demand.

How can air cargo combat these (conflicts) to ensure ferrying cargo is not impacted by them?

As we discovered during COVID, those who plan for the unforeseen are those who can weather the storm. The ability to respond rapidly and efficiently is the key driver for effective disruption management and can keep costs under control, while keeping supply chains flowing. We are seeing the expansion of



Glyn Hughes
Director General
TIACA

sea-air solutions as an example of short-term responses to keep shipments moving that may otherwise be delayed as maritime operations continue to face challenges. Air cargo's ability to adapt is one of this industry's greatest strengths. Let us also hope that tensions in the Middle East region come down and the conflict between Russia-Ukraine resolves peacefully.

These two events, which took place during the past year, have caused significant geopolitical unrest and contributed to a depressed economic environment.

What are the potential risks of an escalation to the Middle East tensions?

As with any geopolitical situation, tensions between countries have the inherent risk of escalation as they seek allies and other tensions, perhaps suppressed for some time, tend to re-arise. Sadly, we are seeing that in the Middle East as Houthis, a political and religious group based in Yemen sought to support the Palestinians by targeting shipping

Contd. on next page ▶



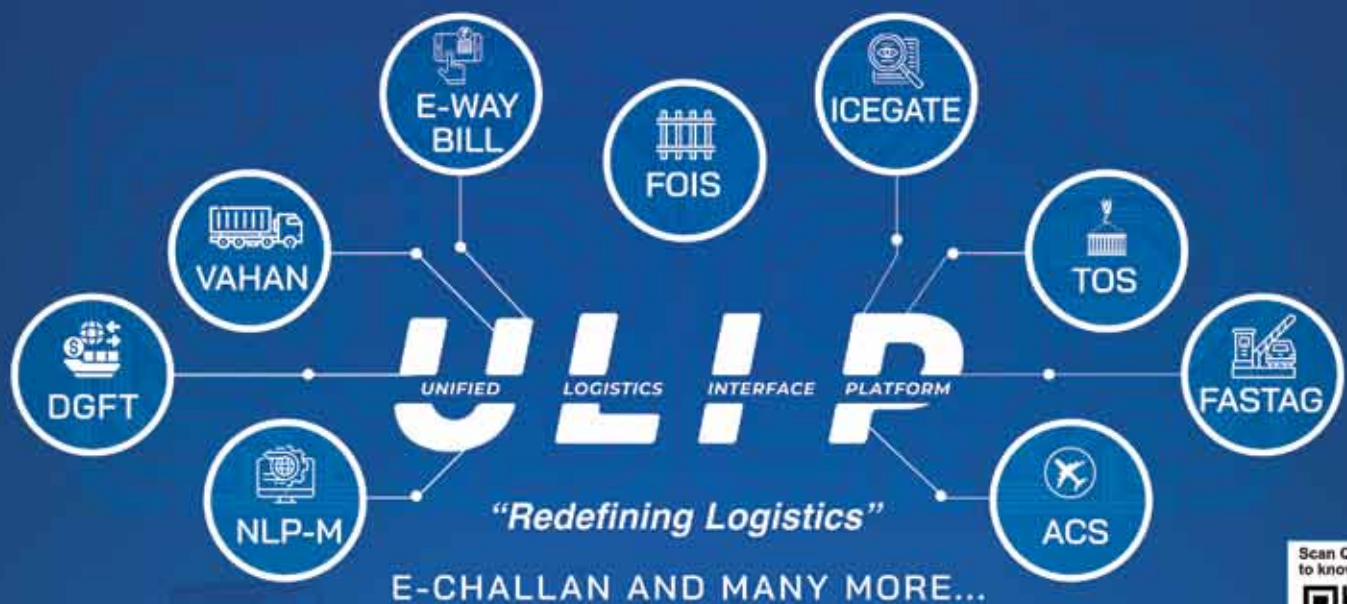
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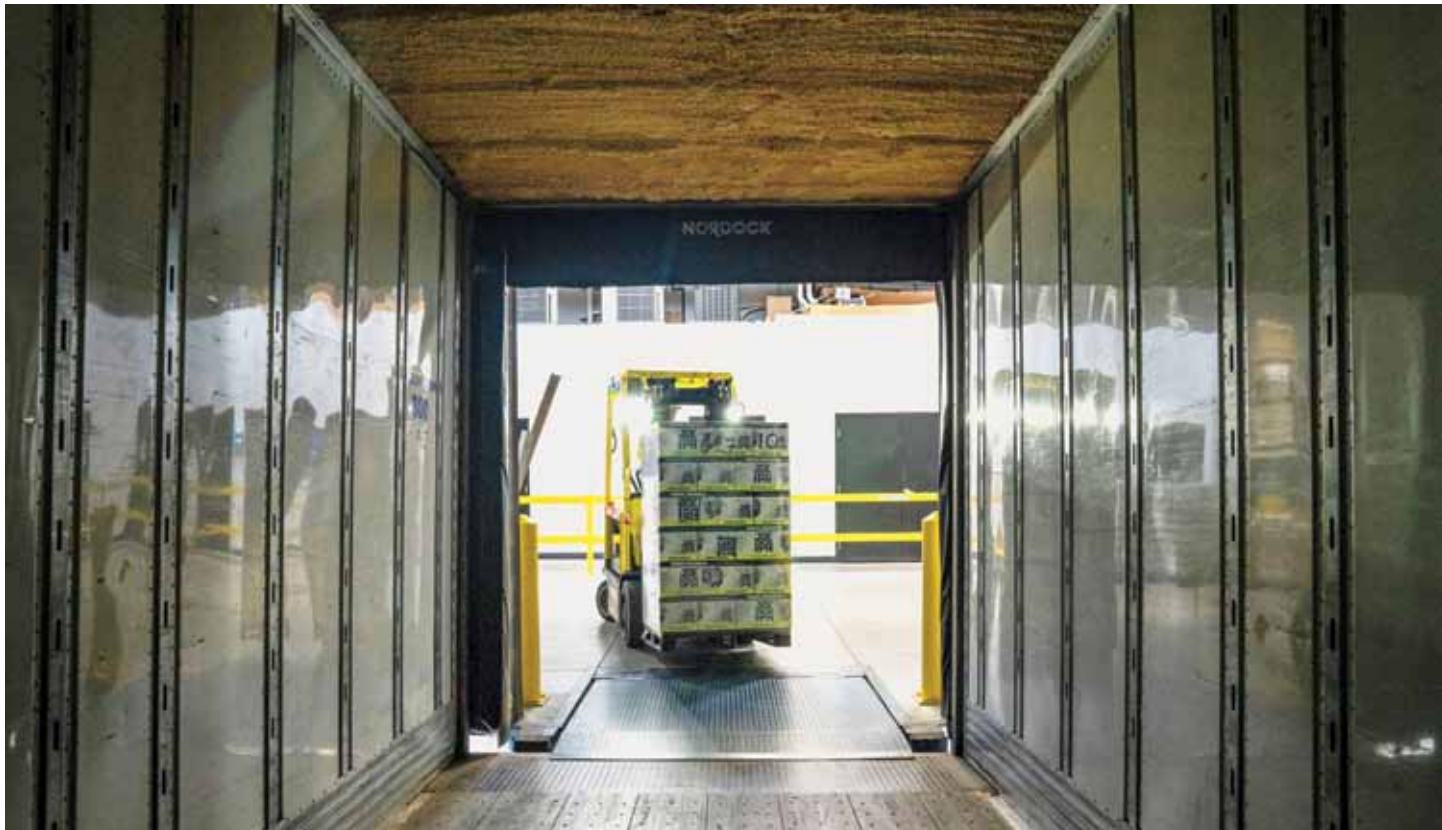


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associated with Israel, but has declared a broader threat to shipping associated with countries, who are supporting Israel in the war in Gaza. These attacks on shipping, which started in November 2023, has now exceeded over two dozen separate incidents. As a result of this escalation, tensions between Iran and the USA are rising, which brings Kingdom of Saudi Arabia into the equation. There have been threats made to other crucial shipping channels, such as the strait of Gibraltar and Hor-

muz, through which 30 per cent of the world's seaborne traded crude oil passes.

How will Red Sea shipping channels attacks affect air cargo capacity and pricing?

The effect of the extended sailings around Africa will not just impact the cost of each journey as described previously but also has the effect of taking out a portion of maritime capacity, estimated to be around 6 per cent. This removal of capacity will place pressure

on maritime with price rise as expected. Also, as ships spend more time sailing, we are hearing about potential container shortages in Asia and with the build up towards the Chinese New Year factory closures in early to mid-February could increase air cargo demand as ships and containers may be difficult to secure space on.

How can the industry prepare for the next quarter?

The most important aspect of preparation for the upcoming

challenges to global supply chains in Q1/Q2 is communication. Freight forwarders and shippers need to be as precise as they can be with regards to what their transport needs

Air cargo's ability to adapt is one of this industry's greatest strengths. Let us hope that tensions in the Middle East region and Russia-Ukraine wars resolve peacefully



will be. That precision will enable the freight forwarders to look at contingency plans involving air, rail, or sea. The earlier a shipper can identify movement of shipments the earlier the prioritization process can begin. For example, we are reading certain medicines, which move via sea through the Suez Canal are now in short supply as stocks in certain European nations are reliant upon regular supply chains. So, we may find another consequence of supply chain disruption is renewed focus on near shore production of pharma. 🚀

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'Digitalisation & sustainability critical for air cargo growth'

Belly capacity will be back and will carry most of the air cargo, while freighters will completely disappear. Cargo revenues are likely to decrease to US\$ 111 billion, while cargo volumes may reach 61 million tonnes this year, says **Rachel Yuting Fan, Sustainability and Economics, IATA**.



CT Bureau

According to a recent IATA report, "Yields are likely to decline in 2024, but they will still be above 2019 levels. Cargo revenue will also be about 11 per cent above 2019 and comprise 12 per cent of total industry revenue. In other words, this year will see sustained revenue growth and the sector outperform pre-COVID levels," Rachel Yuting Fan, Sustainability and Economics, IATA, said.

The relevant economic markers are positive with 3.5 per cent growth in global trade projected for the year. Belly capacity will be back and will carry most of the air cargo, while freighters will completely disappear. Dedicated freighters will maintain their usual share of the market. Other factors, she said, include the continued growth of e-commerce, reduction in delivery times, and robust performance of high-value specialized products,



Rachel Yuting Fan
Sustainability and Economics
IATA

such as pharma, which seems resilient to the industry's usual volatility. Cargo revenues are likely to fall to US\$111 billion this year, while cargo volumes are expected to reach 61 million tonnes.

"Now, the challenges and opportunities that we face are familiar to us and we will work hard to make progress in every aspect. The industry is better placed compared to 2019. We had an exceptional period during COVID and became financially stronger,

efficient with advances in digitalisation, and were appreciated for the efforts that

This year will see sustained revenue growth and the sector will outperform pre-COVID levels

we all made to keep cargo going during a crisis," Brendan Sullivan, Head, Cargo, IATA, said.

ADDRESSING CHALLENGES

Digitalisation and sustainability will continue to be critical to air cargo's growth. Rather than digitize documents, digitalisation must overcome 50-year-old legacy systems and embrace a true data-sharing environment. The problem is the varied data in air cargo, which covers different functions, stakeholders, and formats.

"ONE Record will help. It is an open standard that will connect the data and will be vital to digitalisation. It has been tested and validated by 200 companies for reliability and efficiency and all airlines must implement ONE Record by 1 January 2026," Henk Mulder, Head, Digital Cargo, IATA said.

With ONE Record in place, there will be a unified approach to structuring air cargo data, which will facilitate consistency in information exchange. This data sharing will utilize advanced encryption and security protocols to protect sensitive information. Digitalisation will give air cargo not only the ability to serve e-commerce growth and smooth capacity fluctuations but also provide analytics to boost sustainability. Implementation of Preloading Advance Cargo Information (PLACI) will be a notable milestone in cargo security, Henk Mulder added. 📌

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BLR Cargo processes over 422k MT of cargo in 2023

Perishables continued to be a key focus, with coriander exports surging by 67% in Kempegowda International Airport Bengaluru. The export of mangoes reached a three-year tonnage record, achieving a 124% YOY growth. Overall, it recorded 2% YoY rise in cargo last year, says **Satyaki Raghunath, COO, BIAL**.



CT Bureau

Kempegowda International Airport Bengaluru has processed a total of 422,644 MT of cargo during CY 2023, reflecting 2 per cent rise from previous year. BLR Airport continues to maintain its standing as a reliable hub



Satyaki Raghunath
COO
BIAL

Export of mangoes reached a 3-year tonnage record, achieving a 124% year over year growth, highlighting BLR Cargo's cold chain capabilities

for handling perishable cargo in India for the third consecutive year, emphasizing its commitment to seamless cargo operations, says **Satyaki Raghunath, COO, BIAL**.

The domestic sector soared with an impressive 11 per cent growth, highlighting BLR's

strong position as a rapidly growing cargo hub in India. Perishables continued to be a key focus, with coriander exports surging by 67 per cent. The export of mangoes reached a three-year tonnage record, achieving a 124 per cent year over year growth. About 684 MT of mangoes were exported, facilitated by an 86 per cent increase in the number of pieces shipped.

This accomplishment highlights BLR Cargo's robust cold chain capabilities and dedication to efficient perishable handling. Its infra developments in May 2023 welcomed two new cargo terminal operators:

Menzies Aviation Bangalore Pvt Ltd (MABPL) and WFS Bangalore Pvt Ltd (WFSBPL). MABPL provides dedicated facilities for domestic cargo and global cargo processing, while WFSBPL offers specialized cold chain capabilities in addition to global cargo processing. These partnerships are anticipated to enhance efficiency, expand capacity, and sustain cargo growth for the airport in the coming years.

The developments aim to elevate BLR Cargo's cargo capacities to around 1 million MT by the end of this decade. July 2023 also marked a significant milestone for BLR Cargo,

handling the highest monthly domestic tonnage since the airport's opening, totalling 16,507 MT.

Also, Oman Airlines commenced freighter operations last year, diversifying and strengthening BLR Cargo's global connectivity. As it reflects on last year as a year of resilience and milestone achievements, Kempegowda International Airport Bengaluru aims to maintain its position as one of the leading aviation hubs and the preferred gateway to South and Central India, with a commitment to continuous growth and excellence. ✈️





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SpiceXpress, Star Air to expand domestic network

Star Air, operating five Embraer 145 jets and four Embraer 175 jets, will enhance SpiceXpress's domestic network, incorporating nine new destinations: Belagavi, Bhuj, Kalaburagi, Kishangarh, Kolhapur, Jamnagar, Jodhpur, Nagpur, and Shivamogga.



CT Bureau

SpiceXpress, a subsidiary of SpiceJet, has reached a partnership with Star Air, to manage the belly space capacity for cargo transportation in Star Air's fleet of nine aircraft.

Star Air, operating five Embraer 145 jets and four Embraer 175 jets, will enhance SpiceXpress's domestic network, incorporating nine new destinations: Belagavi, Bhuj, Kalaburagi, Kishangarh, Kolhapur, Jamnagar, Jodhpur, Nagpur, and Shivamogga. This collaboration underlines SpiceXpress's commitment to expanding its reach and strengthening India's air cargo infrastructure, aligning with SpiceJet's mission to cater to the underserved regions in India. SpiceXpress's domestic network will increase from 39 to 48 destinations helping the company strengthen its door-to-door delivery and postal service. The

three-year agreement, extendable by mutual consent, establishes a foundation for seamless cooperation between the two firms. Jai Singh Sadana, Chief Business Officer, SpiceXpress, said, "This partnership with Star Air marks a milestone for SpiceXpress as we broaden our domestic cargo network.

The extended reach to these nine destinations aligns

with our vision of connecting underserved regions, contributing to economic development, and bolstering the logistics landscape in India."

"The collaboration not only grants SpiceXpress access to additional delivery points and increased daily cargo volume but also enhances our last-mile presence. Door-to-door service will be extended to pin codes previ-

ously untouched, showcasing the transformative potential of this partnership," Sadana said.

Captain Simran Singh Tiwana, Chief Executive Officer (CEO), Star Air, said, "Star Air is happy to announce this partnership with

The collaboration grants SpiceXpress access to extra points and increased cargo volume and enhances our last-mile presence

SpiceXpress. The flexibility gained through this alliance empowers Star Air to unlock the cargo potentials in tier II and III cities. This partnership exemplifies the commitment of both airlines to redefine India's cargo landscape and drive the nation's economic growth." 🇮🇳



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Group Concorde is GSA for Air Canada in India

This collaboration will not only strengthen our position in the market but also enrich our logistical experience. We are excited about the opportunities this partnership brings. We look forward to extending our services, says **Prithviraj Chug**, CEO, Group Concorde.



CT Bureau

Announcing its partnership with Air Canada Cargo, which was reached on 1 January 2024, Group Concorde will assume the pivotal role of the Indian sales representative for one the largest North American carriers with operations

from India. Prithviraj Chug, CEO of Group Concorde, expressed his enthusiasm about the collaboration, saying, "Air Canada Cargo is renowned for its expansive fleet, vast network, and class-apart service. Starting the New Year on a high note, we are excited about the opportunities this partnership

brings, as we look forward to extending our services.

This collaboration will not only strengthen our position in the market but also enrich the logistical experience of our valued customers."

Group Concorde and Air Canada Cargo will con-



Prithviraj Chug
CEO
Group Concorde

Starting 2024 on a high note, we are excited about the opportunities this partnership brings as we are extending our services too

tinue to Vmove air freight on their flights from India as well as from Interline Partner network. ✈





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India is a vital part of our network: IAG Cargo

India is witnessing growth in volumes of pharma, perishables, healthcare, high-tech, and aerospace. The carrier will continue to tap on the potential from Mumbai, Delhi, Chennai, and Hyderabad, despite the global economic slowdown affecting the business, says **David Shepherd, CEO, IAG Cargo**.



CT Bureau

Kindly tell us about IAG Cargo's growth in Indian market?

Out of India, IAG Cargo has flown 40,000 metric tonnes of business out of the five airports that we serve across the country. Currently, Mumbai is our biggest freight station, soon to be followed by Delhi. We are also eyeing Chennai, Hyderabad and Bengaluru too, as demand for our services increases across these cities.

The world seeks to ship to India. Tell us about IAG Cargo's ongoing trade with India?



David Shepherd
CEO
IAG Cargo

India has been the most consistent and strong performer within our global network. Its consistency is likely driven by the diversification of the manufacturing base into all the main verticals and sectors that we would operate in

and are critical to our business. India sees strong volumes in pharma, perishables, healthcare, high tech, automotive, and aerospace. India is a strong player, and that is probably why it remains one of our largest markets.

What are the key commodities being moved to and from India?

In terms of commodities, we are seeing everything from pharma to mobile phones and SIM cards to car components. You name it, India produces it, and we have a product to cater for its requirements. The sheer diversity of the manufacturing base in India therefore makes it a strong player in terms of filling our capacity. We would

love to add more capacity to the Indian market, especially under a new air services pact between the UK and India.

How would you rate infrastructure in India for cargo movement?

The infrastructure has seen vast improvement in the last 10-15 years. The airports and road infrastructure, critical to the logistics sector, have undergone a sea change.

Tell us about IAG Cargo's infra for perishables or heavy load cargo?





We have completed a €100 million investment at our specialized premium handling facility at London Heathrow allowing us to handle pharma in a way that we never have done before and double the capacity for our premium product. We can now handle passive pharmaceuticals with the capability

Infrastructure has improved in India in the past 10-15 years. The airports and roads, critical to the logistics sector, have undergone a sea change

to break and build loose consignments in a fully temperature controlled environment. We are delighted that the country with the single largest volume processed through this facility is India.

Do you think the global economic slowdown has slowed down trade here?

On a global basis it has. Not only have we seen interest rates grow across the globe, which has dampened busi-

ness capability as well as consumer demand, but we have seen big shocks with what is happening in the Middle East, with the continuing Israeli-Gaza conflict, and the Russia-Ukraine war.

The supply side of the air cargo industry has never been this high: in terms of the amount of available cargo tonne kilometers in the global market. The airlines are moving towards achieving carbon neutrality by 2050 and adopting sustainable aviation fuel (SAF). This is good news.

Tell us about IAG Cargo's initiatives towards reducing emissions?

We are committed to the Net Zero carbon journey. IAG was the first airline group in the world to commit to this journey by 2050. Our freight forwarding partners are involved in procuring SAF for their operations. But the issue remains: the SAF production will lag as the demand for the same needs to grow.

FACTFILE

➔ We have completed a €100 mn investment at our handling facility at London Heathrow.

Export of Commodity Groups in December 2023

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

Commodity groups exhibiting positive growth

1	Iron Ore	156.80	573.33	265.64
2	Tobacco	93.19	129.48	38.94
3	Meat, dairy & poultry products	331.06	429.58	29.76
4	Spices	286.42	365.70	27.68
5	Fruits & Vegetables	249.27	312.49	25.36
6	Electronic Goods	2293.22	2623.63	14.41
7	Gems & Jewellery	2541.73	2899.33	14.07
8	Cereal preparations & miscellaneous processed items	210.30	238.68	13.50
9	Plastic & Linoleum	666.75	736.30	10.43
10	Engineering Goods	9112.29	10041.14	10.19
11	Handicrafts excl. handmade carpet	123.40	134.96	9.37
12	Drugs & Pharmaceuticals	2266.64	2477.43	9.30
13	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	863.31	937.71	8.62
14	Oil seeds	131.53	142.69	8.48
15	Mica, Coal & Other Ores, Minerals including processed minerals	373.94	393.27	5.17
16	Carpet	118.45	122.98	3.82
17	Ceramic products & glassware	329.87	339.61	2.95

Commodity groups exhibiting negative growth

18	Other cereals	169.54	25.27	-85.09
19	Jute Mfg. including Floor Covering	38.56	24.95	-35.30
20	Petroleum Products	8349.95	6879.43	-17.61
21	Rice	1017.65	870.60	-14.45
22	RMG of all Textiles	1481.41	1295.29	-12.56
23	Leather & leather products	396.66	353.67	-10.84
24	Marine Products	699.05	624.76	-10.63
25	Tea	79.59	76.24	-4.21
26	Man-made Yarn/Fabs./made-ups etc.	386.48	374.57	-3.08
27	Oil Meals	186.13	182.88	-1.75
28	Organic & Inorganic Chemicals	2595.65	2568.72	-1.04
29	Coffee	72.96	72.44	-0.71
30	Cashew	36.47	36.26	-0.58

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

Import of Commodity Groups in December 2023

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

Commodity groups exhibiting positive growth

1	Gold	1179.86	3026.01	156.47
2	Cotton Raw & Waste	17.56	29.47	67.82
3	Electronic goods	6331.79	9403.31	48.51
4	Pulses	300.54	375.99	25.10
5	Fruits & vegetables	247.46	308.77	24.78
6	Professional instrument, Optical goods, etc.	601.39	744.07	23.73
7	Artificial resins, plastic materials, etc.	1688.68	1864.11	10.39
8	Machine tools	393.50	432.05	9.80
9	Leather & leather products	86.55	93.59	8.13
10	Coal, Coke & Briquettes, etc.	3296.10	3455.08	4.82
11	Non-ferrous metals	1684.31	1761.57	4.59
12	Metaliferrous ores & other minerals	752.27	769.14	2.24
13	Machinery, electrical & non-electrical	4141.08	4213.87	1.76
14	Medicinal & Pharmaceutical products	756.71	768.07	1.50
15	Wood & Wood products	568.65	569.42	0.14

Commodity groups exhibiting negative growth

16	Sulphur & Unroasted Iron Pyrites	30.44	9.75	-67.97
17	Transport equipment	4643.70	2084.53	-55.11
18	Vegetable Oil	1825.48	1109.72	-39.21
19	Fertilisers, Crude & manufactured	1920.09	1221.66	-36.37
20	Project goods	67.56	46.75	-30.80
21	Pulp and Waste paper	183.68	130.67	-28.86
22	Newsprint	36.40	27.79	-23.65
23	Petroleum, Crude & products	19347.16	14942.34	-22.77
24	Silver	167.73	135.68	-19.11
25	Organic & Inorganic Chemicals	2556.09	2157.78	-15.58
26	Chemical material & products	983.78	842.38	-14.37
27	Textile yarn Fabric, made-up articles	228.43	200.24	-12.34
28	Pearls, precious & Semi-precious stones	2484.71	2193.24	-11.73
29	Iron & Steel	2354.50	2297.15	-2.44
30	Dyeing/tanning/colouring materials	307.96	300.51	-2.42

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

Boeing to deliver freighters to Lufthansa Cargo in 2027

The carrier offers 83 weekly connections with 16 Boeing 777 freighters. During Winter Schedule, Lufthansa Cargo will increase its fleet up to 18 freighters. **Shankar Iyer, Director, South Asia, Sales & Handling, Lufthansa Cargo.** He discusses plans to modernize the fleet, expand network, and adopt sustainability.



Ritika Arora Bhola

Share with us your plans for fleet expansion. Any plans to add more Indian destinations?

Lufthansa Cargo offers its customers 83 weekly connections with 16 existing Boeing 777 freighters to global destinations. The fleet is likely to grow by two more freighters. During the Winter Schedule, the belly capacities of 6,000 flights will be operated by Lufthansa, Austrian Airlines, Brussels Airlines, Discover Airlines and SunExpress.

Final decision on expanding our network will be worked out as per customer demand and our operational requirements. Since November 2023, the fourth A321 freighter has been operating in our network, contributing to the carrier's expansion plans. We are evaluating its performance to ensure it is in line with our op-

erational standards and market requirements.

How crucial is technology in today's times?

Lufthansa Cargo has been at the forefront of technological trends on the global air cargo stage, in terms of digitization and automation. However, Artificial Intelligence (AI) could be a turning point in many areas of the cargo business, improving efficiency, accuracy, and productivity across all business units, from predictive analytics for route planning to inventory management in cargo handling. To realize its potential, it is important to recognize that AI will never fully replace human intelligence, but rather complement it. This means the integration of AI will require a transformation in the skills of employees across our organization.

It is difficult to pin point exactly how the development of AI will affect certain areas of the cargo business. Keeping up with the speed of technological progress will be a key priority for us at Lufthansa Cargo. As with technological advances and innovations in the past, we intend to remain at the forefront of the industry in this exciting new field.

What are sustainability initiatives taken to cut carbon emissions?

Global responsibility and sustainable, future-oriented action are part of our DNA. Since the 1990s, Lufthansa Group has been collecting noise and emissions data with Lufthansa Cargo to make efficiency measurable: we have had an environmental strategy for 10 years, and the topic of sustainability has been anchored in the Lufthansa Cargo's corporate strategy for two years. Our goal is to be a role model as a



Shankar Iyer
Director South Asia, Sales & Handling Lufthansa Cargo

sustainable air cargo provider. This means we aim to cut our net CO₂ emissions by half by 2030 (as compared to 2019) and that we aim to achieve net zero emissions by 2050.

Furthermore, we have validated SBTi targets for which the Lufthansa Group reduces its specific CO₂ emissions by 30.6 per cent until 2030 based on 2019. Ambitious goal settings, such as the SBTi, requires creating the spirit and mindset to meet those tar-





gets. The organization must be adapted to cope with this added layer of complexity. In all those aspects we have made

It is, however, important to recognize that Artificial Intelligence will never fully replace human intelligence, but rather complement it

progress and are on the right trajectory to meeting those targets. We are committed to becoming sustainable in the air and on the ground, be-

cause every action counts. Our greatest opportunity for action and potential for CO₂ savings is in the air. Our actions are divided into four areas—fleet modernization, fuel efficiency, Sustainable Aviation Fuel (SAF), and offsetting. We are committed to achieving carbon neutrality in our ground operations by 2030.

Tell us about your global freighter operations?

We continue to invest in the modernization of our fleet. As of October 2021, we converted our long-haul fleet to the Boeing 777F—the most modern freighter in the world today. Its successor, Boeing 777-8F, has already been ordered and it will enter service in 2027. We would use innovative technologies such as

AEROShark to save fuel. This special coating reduces the aircraft's frictional resistance by 1 per cent. Started in 2023, all Boeing 777Fs will be equipped with AEROShark technology. Calculated over Lufthansa Cargo's entire 777 fleet, it will save 4,000 MT of kerosene and 13,000 MT of CO₂ emissions per year. This corresponds to 53 cargo flights from Frankfurt to Shanghai. In the long run, fuel can be used efficiently through regular data collection and analysis.

With the support of modern data analysis tools such as OMEGA, the fuel requirements per flight are optimally adapted to the actual conditions, including the fuel reserve—Analyzed Contingency Fuel. Lufthansa Cargo is a pioneer in the use of SAF,

which enables more sustainable flying. Compared to fossil fuels, SAF reduces CO₂ emissions by up to 80 per cent on a well-to-wheel basis. The remaining emissions, 20 per cent, caused by the production and transportation of SAF are offset by a contribution to high-quality climate protection projects.

In 2021, the share of SAF in Lufthansa Cargo freighters' (B777Fs) fuel consumption was over 1 per cent, doubling to 2.1 per cent in 2022. Another part of our sustainability initiatives is offsetting. We use offset projects to avoid or remove carbon emissions in other sectors and outside our supplychain, which contributes to savings. When selecting projects, we focus on sustainability criteria. 🌱



‘Weak demand from Europe continues to affect biz’

Devashish Dutt, Managing Director, India, WeFreight says unpredictability, and uncertainty will continue to hinder the growth of the industry and their key focus will be on improving customer satisfaction by providing visibility, agility and, sustainable solutions.



CT Bureau

What are your expectations from this year? Share your plans and strategies?

As a logistics service provider, our focus is on enhanc-

ing our digital capabilities. We are making significant investments in global shared services, a strategic move that is accelerating digital transformation throughout our organization.

Our shared service model provides universal support to

all our business units worldwide. This approach includes standardising documents, processes, and data—a step towards boosting operational efficiency. Moreover, we are not just standardising data; we are leveraging it to offer valuable predictive analytics and insightful analyses to our cus-

tomers, adding more value to our services.

Mention your key learnings and takeaways from 2023?

Reflecting on the key learnings from last year, it is clear technology has been pivotal in en-



hancing business operations, internally as well as in customer interactions. WeFreight's integration of CargoWise One and sophisticated data analytics has streamlined our processes, cut costs, and boosted transparency, cementing our role as a leader in efficiency and digital integration within the logistics industry.

Our innovative shared service product has been instrumental in standardising operations and enabling swift, adaptable expansion, critical in an era marked by geopolitical climate risks. These risks, such as the recent disruptions in the Red Sea, leading to increased rates and capacity challenges, underscore the importance of our approach in maintaining operational excellence and embracing digital transformation to navigate and mitigate these global challenges.

How do you ensure visibility and transparency?

It is evident that our customers' primary need is for reliable solutions. Post-pandemic has introduced new challenges and inconsistencies in the business world. In this environment, our role at WeFreight becomes important. At the heart of our approach is a commitment to leverage advanced technology. This includes sophisticated tracking systems and data analytics tools, which enable us to provide real-time updates and comprehensive visibility into every aspect of the logistics process.

By doing so, we not only address the existing inconsistencies in the industry but also ensure that our customers are always



Devashish Dutt
Managing Director, India
WeFreight

Our stance in adapting to climatic and geopolitical changes strengthens our capability to offer transparency

informed. Our proactive stance in adapting to geopolitical and climatic changes strengthens our capability to offer transparency.

Tell us about WeFreight's operations across India and globally?

The company started with the vision of transforming logistics, offering a detailed range of services from ocean freight to customs clearance and warehousing. India is a vital, strategic market in the freight forwarding sector within the Asia-Pacific region.

We are focusing on a global aerospace engineering project, with our next venture targeting intra-Asia. Our clientele, including government and private firms in energy and power, have a presence in India. We are engaged in energy projects in both India and Africa, where we have a solid network. Recognized as a Great Place to Work in India, UAE, KSA, and Turkey, our dedication to an inclusive workplace is evident.

In India, we are operating out of 10 locations. Our products include standard air services and ocean services. We provide custom brokerage services as well. We have invested in project cargo vertical as well. We also provide insurance services. Our operation's backbone is technology. With the global shared services, it gives us the ability to plug and play. Imagine you have your own global setup of people who manage your back-end operations, financing, documents, everything; and you need to just plug and play and keep opening the front-end offices.

What are the current challenges?

The first major challenge is unpredictability, and uncertainty. Weak demand, especially out of Europe, is one of the areas that continues to affect the business as well. Next is visibility and sustainability. The biggest gap is not being able to have a clear visibility of the first mile and the last-mile. 📍



Navigating the borders: MAS Kargo targets Indian biz

In the bustling world of air cargo, **Jason Thomas**, CEO, MAS Kargo, takes centre stage as he discusses the airline's strategic endeavours in the dynamic market of India. In an interview with , he unveils his company's ambitious plans, emphasizing the significance of this region in the airline's global expansion.



CT Bureau

As we chart our course into India, I am thrilled to share our strategic vision. We recently launched three new routes from Kuala Lumpur to Ahmadabad, Trivandrum, and Amritsar. India holds a special place for us, not only as a destination, but as a vital region for expansion."

CARGO DYNAMICS

"In the realm of air cargo, we have been flying our freighters to India for the longest time, never pulling out. Our expanded battery capacity from the passenger side complements our cargo operations, allowing us to serve India more efficiently. From perishables to pharmaceuticals cargo, electronics, and automotive parts, we are tapping into the diverse markets of India."

BEYOND BORDERS

"Having witnessed the evolution of Indian airports over the years, particularly in Chennai, the improvements are commendable. The seamless trucking network in the south, especially in Bengaluru and Chennai, has played a pivotal role in our strategic decisions. We choose to fly our freighters to Chennai due to its robust trucking network."

CALL TO CHOOSE MAS KARGO

"While competition in the region is fierce, our commitment to service delivery, customer experience, and operational excellence sets us apart. We may not have the expansive network of some competitors, but our dedication is unwavering. We invite the trade to 'try us out'



Jason Thomas
CEO
MAS Kargo

and experience the unique service MAS Kargo offers."

GLOBAL CHALLENGES

"As we emerge from the challenges of COVID, we have seen a temporary slowdown but remain cautiously optimistic. Our commitment to sustainability is evident—from operating the first SAF fuel

flight to aiming for net zero by 2030. We have integrated solar panels in our warehouses, emphasizing a sustainable approach to our operations."

AI IN OPERATIONS

"Integrating Artificial Intelligence (AI) into our operations has been a transformative journey. Challenges exist, especially in terms of the financial investment required, but the benefits are immense. From enhancing ground operations to predictive analytics on the commercial front, AI is shaping the future of our industry. It is about finding the delicate balance between technology investment and cost management."

GLIMPSE INTO THE FUTURE

"As we look ahead, we leverage AI-driven data to inform our

strategic decisions. Exploring network expansion and capacity enhancement through alliances and partnerships is on our horizon. The ACAAI Convention in Kuala Lumpur

Our commitment to sustainability is evident—from operating the first SAF flight to aiming for net zero by 2030

provides a platform to showcase our capabilities, and I am honoured that the organizers chose Kuala Lumpur as the destination. We hope to expand and build relationships beyond networking."





CSafe expands global network into India

CSafe has partnered with Worldwide Flight Services in Bengaluru to provide active temperature-controlled containers locally for pharmaceutical shipments at the WFS Coolport at Kempegowda International Airport facility.




CT Bureau

CSafe, the largest active and passive temperature-controlled shipping solutions provider for the biopharmaceutical industry, has opened a new station in Bengaluru to provide active temperature-controlled containers locally. This latest CSafe station in the country follows the opening the company's Hyderabad location in late 2022. With a second CSafe station operational in India, customers have more options for shipping temperature-controlled pharmaceuticals into and out of the country. CSafe has partnered with Worldwide Flight Services (WFS) in Bengaluru to make active air cargo units available at their Kempe-



gowda International Airport facility. WFS, a member of the SATS Group, operates two cargo terminals at Bengaluru, including the WFS Coolport, which is an exclusive gateway

for all temperature-controlled cargo moving via Bengaluru Airport. The CSafe station at Bengaluru Airport is located inside the WFS Coolport premises, allowing con-

tainers to move in and out of the country much faster. CSafe RKN and RAP containers will be available for pick-up and return through the new facility. 

ACFI promotes skilling as shared responsibility

Air Cargo Forum India (ACFI) held an event to promote 'Skilling: A Shared Responsibility to Propel Air Cargo' at New Delhi. ACFI trainers, who are the backbone of this initiative, were felicitated to amplify the importance of skilling and upskilling in the air cargo industry.



Rolling shutters to enhance cargo security, safety

Fire-rated rolling shutters have been designed to keep fire and smoke from spreading within a building. They can be customized to meet different safety needs and requirements and act as a defense against fire, protect valuable assets, and keep people safe. These shutters are a commitment to safety during fire emergencies.



CT Bureau

In today's world, safety in buildings/warehouses is a top priority. When it comes to fire safety, Avians fire rated rolling shutters are a key player in making buildings safer. These shutters act as a barrier to stop fire and smoke from spreading in commercial and industrial spaces. Rolling shutters play a significant role when it comes to safety and security.

What are the fire rated rolling shutters?

Fire rated rolling shutters are specially designed to keep fire and smoke from spreading within a building. Avians is a well-known company that makes these shutters. We have customized it to meet different safety needs.

Key features of the fire rated rolling shutters are as follows:

1. Fire resistance: The said shutters are built to withstand fire for a set amount of time,

giving people more time to escape and firefighters more time to control the fire.

2. Safety standards: The firm ensures their shutters meet strict safety rules and get certi-

fied by the right authorities.

3. Durability: The shutters can handle extreme conditions, so that they last a long time.

4. Automatic closing: The said shutters can be set to close automatically when a fire is detected, thereby reducing the chance of mistakes.

6. Maintenance: The company helps with regular maintenance and provides guidance to make sure they work when needed.

What do the fire rated rolling shutters do?

The rolling shutters help in:

1. Containing fire: The shutters help to contain fire in that area & stop the fire's spread.

2. Protecting Assets: In commercial and industrial spaces, protecting valuable assets is

crucial. Avians' shutters offer a defense against fire damage.

3. Ensuring Safety: The extra time these shutters provide can save lives by giving people more time to evacuate during a fire.

4. Meeting Rules: Many building codes and insurance companies require these shutters in certain places. Avians' products ensure you meet those rules.

In conclusion, Avians Fire Rated Rolling Shutters are an essential part of fire safety in modern buildings. They act as a strong defense against fire, protect valuable assets, and keep people safe. They also help buildings meet safety regulations. These shutters are not just products; they are a commitment to safety and peace of mind during fire emergencies.



Priority to efficiency and warehouse safety

We offer specialized capabilities for packing and managing chemicals, including innovative solutions, apart from highlighting warehouse safety and efficiency. The firm's safety practices included drills, monitoring, and audits, says V Raju, Business Head, Contract Logistics, Allcargo Supply Chain.



Ritika Arora Bhola

Tell us about infra and digital features of the chemical warehouse at Uran?

Allcargo Supply Chain's Grade A chemical warehouse in Uran, Navi Mumbai, encompasses a cutting-edge facility—an establishment covering 1.6 lakh square feet. This facility meets global safety standards and ensures good connectivity. It is located 15 km away from the port and 25 km from the Mumbai-Pune Expressway. Equipped with machin-

quality warehousing supporting India's goal of becoming a global manufacturing hub for all types of chemicals.

What are some of the sustainable initiatives undertaken at the warehouse?

We are prioritizing and deploying sustainable practices. At our Uran warehousing, the infra includes roof and side coverings made of polonium sheets, which reduces internal temperatures by 3-4°C. This helps in sustainability efforts by minimizing energy consumption for temperature control. Designing the ware-



V Raju
Business Head, Contract Logistics
Allcargo Supply Chain

Our facilities adhere to global safety standards, emphasize sustainability and adhere to temperature-control and safety

tiatives towards sustainability in this facility.

Can you tell us the key growth drivers for warehousing in India?

The rise in online shopping has created a demand for specialized storage spaces to handle lots of goods. The government is focusing on improving roads and ports, making it easier to set up warehouses in good locations. Industries such as pharma, automotive, and manufacturing, are growing rapidly and they need warehouses to store products. All these things together are making India's warehousing industry grow a lot and become more advanced than ever before. One of the foremost needs is for a hi-tech quality driven

warehouse. This is more so for special warehouses required for chemical storage.

Of late, Grade A facilities and smart warehouses are emerging: reason for this trend?

Firms want Grade A facilities to have safety measures such as special sprinkler systems, safety alarms, specific tools, and controlled temperatures. Smart warehouses are becoming commonplace, using automation, devices connected to the internet, and advanced WMS. These upgrades help improve how operations are performed, manage stock better, and make shipping smoother. All these match the industry's goal of doing things well, being more productive. This trend aligns with the pursuit for operational excellence, improved productivity, and the ability to meet evolving to meet demand in a competitive market. Today sustainability and digitization go hand in hand with these smart grade A warehouses.

What are the cargo safety and security measures undertaken at Uran warehouse?

Our facilities adhere to global safety standards, emphasize sustainability in construction and adhere to temperature-control and safety regulations for hazardous materials. We prioritize excellence in warehouse safety. Our modern warehouses offer specialized capabilities for packing and managing chemicals. Safety practices include drills, monitoring, and audits; they underscore our commitment to compliance. 🌟



ery such as Battery-Operated Forklifts and a Warehouse Management System, it optimizes operations, while stressing on safety and compliance.

The site and advanced infrastructure demonstrate the firm's commitment to high-

house to reduce energy usage and employing advanced technologies such as the Warehouse Management System shows our commitment to sustainable practices within their operational framework. Sewage treatment plant, and water recycling plants are ini-

New EU security rules for cargo entry via road, rail, sea

Traders are advised to prepare in advance to avoid the risk of delays and non-compliance. Affected businesses will be required to make sure that they collect accurate and complete data from their clients, update their IT systems and operational processes, and provide adequate training to their staff.



CT Bureau

European Union's (EU) new customs pre-arrival safety and security system—Import Control System 2 (ICS2)—will introduce a new process for entry of goods by maritime and inland waterways, road and rail in the EU as of 3 June 2024. This is the third phase of the implementation of the new system that will extend safety and security data reporting requirements to all modes of transport.

Similar requirements went into force for air transportation of goods. With this third release, maritime and inland waterways, road and rail carriers will need to provide data on goods sent to or through the EU prior to their arrival, through a complete Entry Summary Declaration. This obligation also concerns postal and express carriers who transport goods using these modes of transport as well as other parties, such as logistics providers. In certain

circumstances, final consignees established in the EU will also have to submit ENS data to ICS2.

Traders are advised to prepare in advance for release III to avoid the risk of delays and non-compliance. Affected

Now maritime and inland waterways, road and rail carriers will need to provide data on goods sent to or through the EU prior to their arrival

businesses will be required to make sure they collect accurate and complete data from their clients, update their IT systems and operational processes, and provide adequate training to their staff. From 11 December 2023, traders also need to complete a

self-conformance test before connecting to ICS2, to verify their ability to access and exchange messages with customs authorities. EU Member States will grant authorisation, upon request, to the affected traders to connect to ICS2 within a time-limited deployment window.

The Member States can grant the deployment window anytime within the following timeframes from 3 June-4 December 2024 (maritime and inland waterway carriers), from 4 December 2024-1 April 2025 (maritime and inland waterway house level filers), and from 1 April 2025-1 September 2025 (road and rail carriers). If traders are not ready on time, and do not provide the data required under ICS2, goods will be stopped at the EU borders and will not be cleared by the customs authorities.

The EU is a major player in international trade—it accounts for around 14 per cent

of the world's trade in goods. By collecting safety and security data, EU customs authorities will be able to detect risks earlier and to intervene at the most appropriate point in the supply chain to keep trade safe for the EU and its citizens. ICS2 will simplify the movement of goods between customs offices at the first point of entry and destination in EU. ICS2 will provide a single access point to communicate with all EU Member States' customs for all EU operations instead of 27 national interfaces. For traders, ICS2 will streamline requests for additional information and pre-departure risk screening by customs authorities, thus reducing administrative burden for businesses.

FACTFILE

Traders need to prepare for release III to avoid the risk of delays.



Facilitating efficient logistics in Northeast

With weather-related challenges in Northeast, a specialized and region-specific logistics strategy becomes important for logistics, says **Amarnath Banik, Amazon trucking partner, Northeast**. Strong local ties, skilled drivers, tech implementation and contingency plan have proven effective to combat logistical and infra challenges.



Ritika Arora Bhola

Operating in Northeast, how have you addressed logistical and infra challenges?

Navigating the challenging landscapes of the Northeast comes with obstacles such as landslides and intense monsoon, particularly during peak seasons. With weather-related challenges, a specialized and region-specific logistics strategy becomes important for effective logistics.

Nevertheless, amidst these challenges, there are economic opportunities. It requires planning and adaptability. We have addressed these hurdles by developing robust transportation network, establishing alternative routes, and

prioritizing local connections. Our reliance on local ties, skilled drivers, and a contingency plan have proven effective.

Ensuring our drivers' safety is our top priority, and we implemented a strategy that includes devising alternative routes, conducting health check-ups, and securing accident insurance cover. These measures are essential for ensuring timely deliveries. Despite these hurdles, we have addressed them by constructing robust transportation network, establishing backup routes, and giving importance to local connections. We rely on these ties, skilled drivers, and a contingency plan.

How did the collaboration with Amazon contribute to the growth of your fleet to 200 trucks and 250 drivers?

Collaboration with Amazon has been instrumental in the growth of our fleet. By joining the trucking partner programme, we gained access to Amazon's vast customer base and a platform that addressed logistical challenges. The demand for deliveries in the Northeast region, coupled with Amazon's support, allowed us to expand our ops significantly, leading to the current fleet size of over 200 trucks and 250 drivers.

Also, Amazon's commitment to supporting local businesses, coupled

with the integration of technology platforms, has played a pivotal role in this growth. In our collaboration with Amazon, we saw our trucking business grow. This partnership extends beyond addressing logistical challenges; it has provided a robust platform for small and medium enterprises (SMEs) such as ours to thrive. Amazon's commitment to supporting local businesses has not only boosted our business forward but has also had a positive impact on the logistics landscape across the entire Northeast region.

What role do SMEs play in logistics and e-commerce ecosystem in Northeast?

SMEs play a pivotal role in the logistics and e-commerce ecosystems, particularly in challenging regions like the Northeast. SMEs bring a level of agility, adaptability, and an understanding of local nuances, essential in overcoming challenges and establishing robust transportation networks.

In the Northeast, where the terrain and weather of-





ten pose challenges, SMEs can cater to the specific needs of the region.

Amazon's commitment to supporting SMEs, as evident in its trucking partner programme, has not only been instrumental in boosting our business but has also had a positive impact on the entire logistics landscape in the Northeast. SMEs contribute significantly to economic

growth, employment generation, and the overall development of the logistics sector, making them integral players in the ecosystem.

Can you discuss the impact of tech-driven products provided by Amazon on your operations?

Partnering with Amazon benefited our trucking business

through technology-driven products and value-added services. The Relay App, particularly Relay for Carriers and Relay for Drivers, has revolutionized our operations. Relay for Carrier offers real-time visibility into all trips, while Relay for Drivers streamlines check-in, check-out, and real-time communication during contingencies. These features have enhanced operational efficiency, pro-

vided support, and improved overall logistics.

The value-added services provided by Amazon have played a crucial role in shaping the success of my business. Going beyond logistics operations, these services also offer advantages that influence the growth and efficiency of my operations. One noteworthy aspect of these value-added services is the convenience



By joining the programme, we gained access to Amazon's customer base and a platform that addressed logistical challenges

they bring to financial operations. By leveraging these services, I have facilitated access to finance at reduced interest rates. This not only contributes to the overall financial health of my business but also serves as testament to how Amazon supports its partners in navigating the financial landscape associated with logistics and trucking operations. 🚚

Prioritize performance, flexibility in forwarding

Forwarders must ensure goods are delivered within the agreed timeframe. This requires coordination with various stakeholders, including carriers, customs authorities, and other intermediaries involved in transportation process. Companies can enhance their on-time delivery and gain a competitive edge in the market.

Performance is a critical factor for forwarders as it impacts the profitability of companies. Delivery delays can disrupt supply chains, result in loss of sales, increased inventory carrying costs, and damaging customer relationships. Forwarders must prioritize performance and flexibility in operations and strive to improve them.

Key predictors of performance for the forwarding companies are as follows:



Service quality: Service quality is a predictor of performance for forwarder firms. It encompasses aspects such as responsiveness, reliability, and assurance. Forwarders consistently delivering high-quality service are more likely to satisfy customers and differentiate themselves in a competitive market. By investing in the training and development of their staff, adopting advanced technologies, and implementing robust quality assurance processes, companies can enhance their service quality and improve overall performance.

On-time delivery: Delivery on time is a crucial performance indicator for the companies.

Timeliness is paramount as it affects the forwarders' operations and customer satisfaction. Freight forwarding companies must ensure that goods are delivered as promised and within the agreed timeframe.

This requires effective coordination with various stakeholders, including carriers, customs authorities, and other intermediaries involved in the transportation process. Companies can enhance their on-time delivery and gain a com-

petitive edge in the market by closely monitoring transit times, optimizing routes, and implementing contingency plans for unforeseen events.

Flexibility in operation: Flexibility in operation is another predictor of performance for the forwarders. Adapting to changing customer requirements and market dynamics. Freight forwarding companies that can quickly accommodate last-minute changes, and provide customized solutions are more likely to succeed. By investing in agile systems and processes, fostering a culture of innovation, and maintaining strong relationships with partners and suppliers, companies

Companies can enhance their on-time delivery and gain a competitive edge in the market by closely monitoring transit times, optimizing routes and the like

can enhance their flexibility in operation and drive performance excellence.

COST OF SERVICES:

While cost is not the sole determinant of performance in the industry, it is a vital factor that cannot be ignored. Customers expect competitive pricing without compromising on service quality and reliability. Forwarders must strike a balance between cost optimization and value creation. By adopting lean practices, leveraging economies of scale, and explore cost-saving opportunities, firms can streamline their operations and offer cost-effective solutions. It is crucial, therefore, to ensure cost-reduction efforts do not compromise service quality or lead to service failures.

Value-added services: Value-added services play a significant role in driving performance for forwarders. These services go beyond the core transportation activities and provide customer benefits. Value-added services include warehousing, packaging, customs clearance, insurance, and supply chain consulting. By offering a comprehensive range of value-added services, the

companies can differentiate themselves in the market and increase revenue streams. It is essential, however, to carefully assess the market demand, invest in the necessary infrastructure and capabilities, and ensure the profitability of these value-added services.

Measuring performance:

Measuring freight forwarding company's performance requires appropriate key performance indicators (KPIs) and metrics. These metrics should align with the company's objectives and reflect stakeholders' expectations.

Commonly used performance indicators in the industry include delivery on time performance, cost per unit of transported goods, error rates in documentation, and employee productivity. By monitoring and analyzing these performance metrics, companies can identify areas for improvement, track their progress, and benchmark themselves against industry standards and competitors.



Apeksha Gupta
Head of Academics Cargomen
Logistics (Research Scholar)

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

Upcoming Events 2024

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
- ▶ **Warehousing Association of India, (WAI) Workshop**
15 February
Great Lakes Institute of Management, Gurgaon
- ▶ **LogiMAT India Show**
28 February-1 March
India Expo Mart, Greater Noida

MARCH

- ▶ **World Cargo Symposium (WCS)**
12-14 March,
AsiaWorld-Expo (AWE), Hong Kong
- ▶ **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
- ▶ **All India Cold Chain Seminar**
14-16 June
Hotel Clarks Shiraz, Agra
- ▶ **Air Cargo China 2024**
25-27 June
Shanghai New International Expo Center

JULY

- ▶ **India Warehousing Show 2024**
11-13 June
India International Convention And Expo Center, Dwarka, New Delhi

SEPTEMBER


- ▶ **FIATA 2024 World Congress**
23-27 September
Panama

NOVEMBER

- ▶ **TIACA Air Cargo Forum**
11-14 November
Miami



For more information contact: talk@ddppl.com

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

IndiGo begins weekly cargo flights from Hyderabad



IndiGo has started two weekly cargo flights on Tuesdays and Fridays from GMR Hyderabad International Airport from 9 January, stated a LinkedIn post. The flight route, DEL-HYD-BOM-SHJ-DEL-HYD, will have a capacity of 24 MT. This will boost exports of perishables to the United Arab Emirates (UAE) and pharmaceutical shipments to the Middle East and beyond. GMR Hyderabad International Airport continues to stand out as a strong player in both domestic and international cargo markets, while being a leader in the pharmaceutical shipments.

LogiMAT to unite logistics industry experts



LogiMAT India, the highly anticipated satellite trade fair of LogiMAT, known for its excellence in logistics and supply chain solutions is all set to be held at India Expo Center, Greater Noida from February 28-March 1 2024. LogiMAT India serves as a premier platform, bringing together industry leaders, professionals, and innovators from the logistics and material handling sectors. This inaugural event offers a unique opportunity to showcase the latest advancements in intralogistics, material handling, warehousing technology, automation, and digitalization and transportation management. With a focus on optimizing processes, improving efficiency, and streamlining operations, LogiMAT India paves the way for businesses to explore cutting-edge solutions, network with industry experts, and stay ahead in the rapidly evolving logistics landscape.

Movements

ALLCARGO GATI LIMITED INDIA

Uday Sharma has been appointed as CCO, Gati Express and Supply Chain Pvt. Ltd., a material subsidiary of Allcargo Gati Limited. In his new role, he will develop marketing and business strategies and implement plans to boost revenue growth. He will be leading the process of formulating a branding strategy of Allcargo Gati. He will report to Pirojshaw (Phil) Sarkari, MD and CEO.



PHDCCI NEW DELHI

Vipin Vohra, Chairman, Continental Carriers has been appointed as Chair, International Affairs Committee, APAC, PHDCCI. The panel will focus on creating strategies towards the promotion of India's two-way trade, investment, and development of economic ties in APAC. This will be done with Ambassadors of the APAC missions in New Delhi and Joint External Affairs Secretaries etc.



E-COM EXPRESS INDIA

Pankaj Singh joined as the CCO of E-com Express. He will spearhead its end-to-end procurement, covering sourcing, spend management and management of cost levers of the supply chain. This is a new role and structure being created by Ecom Express in building a P&L focus and driving a cost management agenda. Earlier, he worked as the CGO, The House of Abhinandan Lodha.



KERALA ROADWAYS INDIA

Jothi Menon joins Kerala Roadways as its CEO and Board Member. With this appointment, KRS is set to expand its services into the fast-growing Express cargo space, which is seeing a CAGR of 15 per cent with high profits for industry leaders. The move brings commitment of KRS to being an end-to-end logistics player in the fast-growing Indian economy sectors.

TURKISH AIRLINES ISTANBUL

Ali Türk has joined as Chief Cargo Officer, Turkish Airlines from January this year. He has rejoined the Turkish Cargo family after having built his career in logistics planning, warehouse, and supply chain management. The Turkish Airlines will continue its steady and stable climb with technology and people-oriented investments, under the exceptional leadership of Ali Türk.



INTERGLOBE INDIA

Aditya Pande will join as Group CEO, InterGlobe Enterprises from 1 March 2024. He will have overall responsibility for setting InterGlobe's agenda and to strengthen the leadership of the company's line businesses. He has multi-functional experience of 25 years. He has held business strategy and finance roles, driving ops with a focus on productivity & profitability.



SWISSPORT SWITZERLAND

Frank Dobbelssteijn has been appointed as the Global Head, Operations, at Swissport. Dobbelssteijn has over 30 years of experience in aviation and logistics sectors in Europe and the USA. He will be responsible for aligning the company's operational priorities with its overall strategic goals, ensuring consistent service delivery and safe operations.



DHL EXPRESS ASIA PACIFIC

Yung C. Ooi has been appointed as the Senior Vice President, Commercial, DHL Express Asia Pacific. Yung takes over from Yasmin Khan, at the DHL Group. Yung worked as the Country Manager, DHL Express Taiwan. As the MD, DHL Express Taiwan, Yung led Taiwan on a yield-focused growth path to achieve solid revenue and EBIT results.



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