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through tech innovation



**LOADING PASSENGER
FLIGHTS' BELLIES**
for greater cargo capacity



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8

Loading bellies of passenger flights to boost capacity



22

Logistics, warehousing poised for growth



26

11% growth in global air cargo demand



28

Tech innovation to unlock cargo potential



39

Will air cargo rates remain high?



44

Strengthening ground handling through tech



53

Clean transportation due to reduction of emissions



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Leverage ULIP to enhance logistics efficiency: DPIIT Secy

A workshop was held at Vanijya Bhawan in New Delhi to encourage all states to actively leverage ULIP and drive forward a seamless and inclusive logistics sector across the country. A ULIP booklet illustrating how different private sector companies and start-ups are utilising ULIP APIs was also released.



CT Bureau

A workshop was organised to urge the industry to leverage Unified Logistics Interface Platform (ULIP), which is empowered to transform India's logistics sector. "ULIP offers an unprecedented opportunity for all states to enhance their logistics frameworks. I encourage all states to actively leverage ULIP and drive forward a seamless, efficient, and inclusive logistics sector across India," Rajesh Kumar Singh, Secretary, Department for Promotion of Industry, and Internal Trade (DPIIT), said.

The event was hosted at New Delhi, which saw participation of representatives from various states, such as Punjab, Haryana, Maharashtra, Chhattisgarh, Madhya Pradesh, Nagaland, Rajasthan, Andhra Pradesh, Telangana, Tamil

Nadu, and Kerala. In addition, many industry associations, enterprises and start-ups also joined the workshop. Singh

This booklet serves as a guide showcasing applications developed through ULIP and their significant contributions

emphasised the critical role of ULIP in fostering collaboration and integration among states to create a unified logistics ecosystem.

During the workshop, he launched a ULIP booklet that illustrated how different private sector companies and

start-ups are utilising ULIP APIs and highlighted the platform's transformative impact on the logistics sector. This booklet serves as a comprehensive guide showcasing the innovative applications developed through ULIP and their significant contributions to enhancing logistics efficiency.

Highlighting the importance of ULIP, Rajat Kumar Saini, CEO & MD, National Industrial Corridor Development Corporation and Chairman, National Logistics Data Services Limited, urged start-ups to continue their innovative efforts and explore new ideas to leverage the platform. "The applications showcased today highlight the potential of ULIP to transform the logistics landscape. We must continue to push the boundaries and explore new possibilities for efficiency and growth," he said.

The event provided a platform for the industry leaders and stakeholders to share their experiences and insights. The workshop featured demonstrations from start-ups such as Super Procure, Cargo Shakti, Shiprocket, and Enmovil showcasing their cutting-edge applications developed using the ULIP databases.

Super Procure demonstrated its platform aimed at reducing empty miles using ULIP, while Enmovil showcased a logistics bot developed for route optimisation. Shiprocket, with its cross-border logistics platform, highlighted how it can onboard sellers seamlessly through effective authentication facilitated by ULIP APIs. Additionally, it stated how various ministries and departments use Prime Minister Gati Shakti NMP tools for developing various assets were also discussed. ↴



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LOADING PASSENGER FLIGHTS' BELLIES for greater cargo capacity



Belly capacities are being utilised to improve the air cargo efficiency due to various global economic crises and slowdown. However, belly capacity alone will not provide the full capacity needed to achieve India's economic growth targets. Over the past three years, domestic demand has increased, fuelled by rise in e-commerce activity, resulting in utilisation of belly capacity, which is steadily increasing, say industry experts.



Ritika Arora Bhola

The post-COVID scenario saw an incessant surge in volumes, especially pharmaceuticals and perishables, followed by a rise in demand for express cargo, and consumer durables. To meet the demand, the airlines worldwide geared up fully to load the volumes to utilise the belly space—passenger aircraft

Due to various international economic crises and slowdown, capacity has seen constant fluctuations

converted into P2Fs. Narrow-body and wide-body freighters were loaded and packed with variety of cargo. In India, domestic demand increased incredibly fuelled by rise in e-commerce activity. Several dedicated freighters were launched to improve the operational efficiency and EoDB. Quikjet Cargo, Pradhaan Air Express, IndiGo freighter are few examples. Quikjet has

cargo aircraft Boeing 737-800 BCF based in Delhi and Hyderabad. Other airlines such as Air India, SpiceJet, Vistara do not have dedicated freighters, therefore, the cargo is carried in the huge bellies of the passenger aircraft.

Experts told **CARGO** that operating dedicated freighters in the Indian market is an expensive affair—narrowbody freighters are best suited here, considering their capacity. In 2023, Air India had placed orders for 470 aircraft from Airbus and Boeing at US\$70 billion. Its Boeing aircraft order for 220 aircraft comprised 190 Boeing 737MAX narrowbody planes, 20 Boeing 787 Dreamliners and 10 Boeing 777Xs. IndiGo had also placed an order for 500 Airbus A320 Family aircraft. Akasa Air ordered 150 aircraft to expand its presence in India's growing civil aviation/air cargo market. Akasa Air had placed an order for 150 Boeing 737 Max planes comprising 737 Max 10 and 737 Max 8-200 jets.

Belly capacities are being utilised efficiently to improve the air cargo efficiency. Due to various global economic crises and slowdown, capacity has seen constant fluctuations,



Abhishek Goyal
Executive Director
Aeroprime Group

Usage of air cargo in the belly space is enhanced by logistics planning and cargo handling systems."

but in the coming years the air cargo capacity will come back to normal, experts forecast.

Stating about the 'space availability in belly to move cargo,' Abhishek Goyal, Executive Director, Aeroprime Group, said, "Indian carriers are increasingly exploring the full potential of belly space by accommodating perishables,

pharma, e-commerce, and general cargo. This is facilitated by the ability of modern aircraft, such as the Boeing 787 and Airbus A350, which offer belly space alongside passenger loads. Usage of cargo in belly space is enhanced by logistics planning and cargo handling systems that allow the airlines to maximise load factors, optimise fuel efficiency, and reduce carbon footprint per unit of cargo."

"Narrowbody aircraft such as B737 or A321 offer between one and four tonnes of cargo capacity on the lower deck, depending on aircraft version, flight route, passenger load factor and the nature of cargo. With one to 1.5 tonnes being the norm, mid-sized passenger aircraft such as the B757 may offer between two and eight tonnes of cargo capacity on the lower deck, depending on aircraft version, flight route, passenger load factor and the nature of cargo. Wide-bodied passenger aircraft such as the A330, A350, B777, B787 vary depending on passenger load factors, wind direction, route,

Wide-bodied aircraft have an advantage over narrowbodies in catering to demand for cool chain supported units

flight duration and type of cargo carried. But A330 could be between 10 and 12 tonnes, an A350 could be around 17 tonnes, but up to 25 tonnes in the 1,000 variant, a B787 could be around 14 tonnes and a B777 between 20 and 25 tonnes depending on variant," Glyn Hughes, Director General, TIACA, said.

"The availability of space for cargo is based on the passenger loads and the capability of the aircraft. Wide-bodied aircraft has an advantage over narrowbodies in catering to the demand for skidded and cool chain supported units. Freighters play a wider role due to the capability of carrying cargo that is oversized or

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Glyn Hughes
Director General
TIACA

“With e-commerce growing at 20% a year, the air cargo capacity will eventually come in short supply.”

restricted from being carried on passenger aircraft. Commodities such as perishables, courier, pharmaceuticals (active and passive) and general cargo are carried using the lower deck capacity. We experience year-round traffic to carry perishables to hyper markets in the Middle East and South Asia, while courier has seen a growth in the recent times into Europe mainly United Kingdom,” Chaminda

Perera, Head, Cargo, SriLankan Cargo, shared.

“For passenger aircraft, utilisation of belly capacity for ferrying cargo provides a source of additional revenue. However, the space could be limited, as passenger bags also need to be accommodated. Typically, airlines offer 15 kgs of baggage per passenger in the domestic sector. Therefore, for carrying 200 passengers, belly cargo capacity will reduce by 3,000 kgs. For freighters, it is all about enhancing the main deck capacity utilisation. Depending on aircraft type, belly capacity for both pax and cargo aircraft, capacity could range up to 6 tonnes for a narrow body. “Indian airlines have been making efforts to improve cargo efficiency, the results of which are evident in the growth. Over the past three years, utilisation of belly capacity in India has demonstrated a steady increase, with figures steadily improving from 75.6 per cent in 2020-21 to 79.5 per cent in the financial years 2021-22, and 81.5 per cent in 2022-23,” Capt. Nikhil B. Ved, Managing Director, Blue Dart Aviation, affirmed.

“Belly space depends on the type of aircraft and routing. Generally, a narrowbody

aircraft can carry around two to three tonnes of cargo, while wide-body aircraft can carry between 10 to 15 tonnes. At the same time, freighters can carry up to 100 tonnes,” Dipen Lalsodagar, Deputy Director, Cargo Sales, Global Aviation Services, commented.

“Etihad Cargo’s fleet comprises four Airbus A380s with a maximum capacity of 15,000 kgs each, five Airbus A350s with a maximum capacity of 24,000 kgs each, 22 Airbus A320s, nine Boeing 777s with a maximum capacity of 24,000 kgs each, and 43 Boeing 787s with a maximum capacity of 22,000 kgs each. We also operate five of the latest generation of Boeing 777 freighters, each with a capacity of 102,800 kgs, which we use to add capacity to our network to fill up the aircraft, achieving a throughput load factor on the belly of above 90 per cent. As much as 60 per cent of the cargo Etihad Cargo flies is through the belly of aircraft, with belly capacity allowing us to generate multiple frequencies per destination. Etihad Cargo’s belly network will continue to grow with the integration of additional aircraft, further complemented by the integration of the new-generation Airbus 350

freighter in the second half of 2026. India is as much a strategic market for Etihad Cargo, which offers a combination of multi-frequency wide-body, narrowbody and freighter flights. Etihad Cargo is present in 11 stations in India, with Jaipur being our most recent Indian network addition. India is increasingly attracting firms that are shifting their

Domestic cargo figures are improving YoY. Despite aircraft shortage, demand for e-commerce is increasing

factories to the country, signalling a future need for expanded capacity. Currently, India benefits from a robust supply of cargo capacity, supported by passenger and cargo demand, Stanislas Brun, Vice President Cargo, Etihad Cargo, said.

FULL BELLY SPACE

With such a diverse geography and large population centres connected by a growing network of passenger operations, it is crucial the available belly

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Stanislas Brun
Vice President, Cargo
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“India is luring firms that are shifting their factories there, signalling a future need for expanded capacity.”

capacity is used effectively to enhance trade within and to and from the country.

This is the situation today with cargo benefitting from and extensive passenger operations. However, belly capacity alone will not provide the full capacity needed to achieve India's growth targets. Therefore, freighter networks are crucial for connecting to global high volume cargo hubs for

providing the much-needed cargo capacity on developing passenger routes.

“In India, airlines are leveraging the belly capacity of passenger aircraft to augment air cargo efficiency, addressing the booming demand for air freight amidst fluctuating global supply chain dynamics. The belly space is particularly valuable for transporting goods on routes already served by regular passenger flights, offering a cost-effective solution without the need for dedicated cargo flights,” Goyal averred.

According to Perera, “The cargo demand is usually west-bound and there is always a directional imbalance in demand. In this context, the capacity towards east is not constrained as it is towards the west. The yields also follow a similar pattern. The demand for air freight from certain regions in India are high. However, the demand is not always met depending on the type of air cargo originating from certain regions.”

“The domestic cargo figures are improving YoY. Despite shortage of aircrafts, there is huge demand for e-commerce, which is maximising the domestic cargo capacity. There is a surge of global bonded cargo move-

ment. On international cargo front, airlines, besides their own cargo sales, also vie for interline business, transshipments among others in a bid to maximise their capacity. Freighters focus on special



Chaminda Perera
Head, Cargo
SriLankan Cargo

“The demand for air freight from certain regions in India are high. However, the demand is not always met.”

cargo,” Lalsodagar said. Virgin Atlantic Cargo operates its services via a fleet of passenger aircraft, meaning our cargo travels within belly capacity. We maximise uplift

across our route network by utilising our fleet and ensuring the correct mix of cargo. We collaborate with our operations, sales, and customer teams to enable us to maximise our uplift across our route network, a Virgin Atlantic Airways spokesperson said.

“We do this by utilising our fleet and ensuring the correct mix of cargo. The airline operates one of the youngest and most fuel-efficient fleets in the skies—we have reduced absolute carbon emissions by 35 per cent over the last decade. In October 2022, Virgin Atlantic welcomed the first of 16 A330-900neos to the fleet, continuing its transformation towards cent per cent next generation aircraft by 2027, the spokesperson said.

WILL CAPACITY RETURN TO NORMAL?

The country, with its growing economy, extensive manufacturing, and e-commerce sectors, generates cargo volumes that can utilise the available capacity of passenger aircraft, converted freighters (P2Fs), and narrowbody freighters. India's cargo industry has not only rebounded but has also expanded post-COVID. The increase in demand across pharma, perishables, automotive components, and electronic goods continue to drive the need for enhanced cargo capacity.

“P2F conversions have become relevant as they bridge the gap between the demand for cargo space and the under-utilisation of ageing passenger fleets. Narrowbody freighters, converted from passenger aircraft, such as Boeing 737 or Airbus A320, are suited for short to medium-haul routes. They are used in domestic and regional cargo operations. These aircraft are capable of operating across its tier II and III cities,” Goyal asserted.

“The country is a market that moves 3.5 million tonnes of air cargo and has set a target of 10 million tonnes by 2030. As a result of the passenger boom experienced in the post-COVID, operation of passenger aircraft was increased. Therefore, capacity was passively induced to the market.

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Capt. Nikhil B. Ved
Managing Director
Blue Dart Aviation

“Given the expected increase in fleet size by passenger airlines, capacity will grow and stay ahead of demand.”

Despite such cargo capacity in the market, there are specific cargo sectors that require freighter capacity, which have been supported by a couple of P2F operators. With such ambitious targets, we will be able to witness an increase in freighter operations out of India. We have experienced over

the past year that most airlines have introduced capacity using passenger operations to Hyderabad, Bengaluru, and Chennai,” Perera said.

“Passenger and freighter networks are back to pre-COVID levels. So air cargo capacity is currently available in sufficient volumes. However, with e-commerce growing at 20 per cent a year, the cargo capacity will eventually come in short supply. As India’s manufacturing sector continues to develop and the target of a US\$5 trillion economy would galvanise additional investment, the target of moving 10 million tonnes of air cargo will require significant fleet growth,” Hughes said.

“The Indian cargo industry has witnessed significant growth in recent years, driven by various factors such as e-commerce expansion, pharmaceutical exports, and increased demand for perishables,” Capt. Ved shared.

From 2012-13 to 2022-23, domestic cargo traffic grew at a rate of 4.4 per cent CAGR, indicating a steady expansion in the movement of goods. In contrast, international cargo

traffic experienced a growth rate of 2.1 per cent CAGR over the same period. In the domestic sector, a total of 6.98 lakh metric tonnes were transported, marking a significant increase of 15.3 per cent compared to the previous fiscal year (2021-2022).

Meanwhile, in the international arena, transportation amounted to 15.29 lakh metric tonnes, showing a more moderate growth rate of 7.2 per cent compared to the preceding year. Current statistics indicate that cargo loads have already crossed pre-pandemic levels.

Given the expected hike in fleet size by passenger airlines, cargo capacity will continue to grow and stay ahead of demand. For future growth, what will be important—a keen focus on industry wide collaboration to ensure how that demand is met globally and to tier II and III cities. “With the focus of the government on manufacturing and exports, we may see higher demand for cargo. Industry players remain optimistic about the long-term growth prospects for air cargo, driven by factors such as increasing trade volumes, supply chain diversification, and the

adoption of digital technologies,” he added.

“Currently, 80 to 85 per cent of the total cargo capacity is being utilised. However, the maximum space utilisation of belly capacity is on India-

From 2012-13 to 2022-23, traffic grew at a rate of 4.4% CAGR, resulting in steady expansion of cargo movement

European Union route and its because of the Red Sea crisis and transshipments coming from neighbouring countries. Before COVID, capacity utilisation was around 65 to 70 per cent as most of the air cargo was of India origin. The overall demand is still on its peak, but we do not expect normalcy in shipping industry, airlines will maximise the belly at least till the year-end,” Lal-sodagar assumed.

“We have seen an increased demand for cargo across India due to the constraint in ocean

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Dipen Lalsodagar
Deputy Director, Cargo Sales
Global Aviation Services

“A narrowbody aircraft can carry up to 2 to 3 tonnes cargo, while wide-body can carry 10 to 15 tonnes.”

freight capacity. Earlier this year, the airline launched the fourth daily service to India complementing its long-established double daily services between London Heathrow and Delhi and daily flights to Mumbai, which supports the increased demand,” Virgin Atlantic stated.

ONGOING TRADE SITUATION

The global air cargo demand to and from India has increased in the past few years thanks to rising e-commerce and express business. Increased pharmaceuticals, perishable transportation, and increase in transshipment cargo flow, airlines rely on India for additional capacity and services.

“We help our partner airlines to generate incremental revenues from Indian cargo operations. Cargo includes pharma, automotive parts, textiles, perishables, electronics, machinery and the like. We specialise in pharma and a

significant portion comprises temperature-sensitive medical supplies, vaccines, and generic drugs, which require high standards of handling and care,” Goyal said.

“Equipped with six Boeing 757s and two Boeing 737 freighters along with dedicated warehouse facilities, we operate a network spanning across eight metropolitan centres. On customer demand, we operate to sectors outside our network domestically and globally. We specialise in providing express logistics solutions tailored to meet the time-sensitive needs of customers. We offer door-to-door pickup and delivery services, shortest transit times, and real-time tracking capabilities to ensure swift and secure transportation of goods. Our operations cater to a wide range of industries, including banking, e-commerce, pharmaceuticals, automotive, electronics, among others. We transport a variety of cargo, including parcels, documents, temperature-sensitive goods, high-value commodities, and oversized cargo,” Capt. Ved said.

“Besides regular cargo transportation, we served the country in transporting medical equipment during COVID (domestic and international) with the assistance of Union Ministry of Civil Aviation. In addition, Blue Dart Aviation also supports India during times of natural disasters by providing transportation of relief material to disaster struck zones,” he added.

“SriLankan Cargo operates daily flights to India and over 50 weekly flights.

We serve nine points, including Delhi, Mumbai, and Chennai, covering both the northern and southern regions. We contribute to the Indian air freight market by carrying pharma, couriers, and general cargo out of India and e-commerce into India for the northern and central Indian markets, while uplifting perishables out of the southern region. We see that there is a greater demand for perishables from southern Indian points to Europe and North America. However, capacity for the mentioned points is constrained,” Perera informed.

The spokesperson said, Virgin Atlantic Cargo transports a variety of products across the region, including e-commerce, perishables, and pharma. From 2025 Virgin Atlantic Cargo will have 42.1 million kg of space available on routes to and from India increasing capacity by 336.4 per cent vs. 2019. The addition of the recently launched Bengaluru flights will boost belly space by 38.7 per cent in 2025 compared to 2023 capacity, with 20 tonnes available on

each flight. This presents new opportunities to export and import goods such as fresh produce, pharma, and textiles between prime markets in the UK, the USA, and India.

FREIGHTER REQUIREMENT

The Indian cargo fleet includes narrowbodies and wide-body freighters. Narrowbody freighters such as Boeing 737

Air cargo demand to and from India has increased in the past few years, thanks to rising e-commerce and express business

and Airbus A320 families are suited to India's domestic and regional cargo markets due to their operational efficiency and ability to access smaller airports with shorter runways.

“These aircraft are ideal for the frequent, shorter routes that characterise much



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of India's internal trade networks. The existing fleet is not adequate to meet current market demands, especially with the continued economic growth and the expansion of global trade. India would need more freighters to support the growth. The decision for expanding freighters de-

During the pandemic, growth of P2F aircraft and freighters was noted. As demand rises, more cargo flights will operate

pend largely on anticipated market growth patterns, infrastructural developments, and evolving global trade relationships. Thus, continuous assessment and proactive fleet management are crucial to ensure capacity aligns with demand in the short and long term," Goyal said.

"India has seen a balanced growth of passenger belly and freighter capacity. During COVID, there was a tremendous growth of P2F aircraft and freighters. As air freight demand increases, more freighters will operate to/from India. The airlines have increased wide-body freighter operations, but re-

cent trends show many GS-SAs and forwarders are chartering narrowbodies. Indian carriers have placed huge orders of passenger aircrafts, and next 10 years will see a massive increase in belly capacity. Freighters will be equally in demand as the country has fixed a target of 10 million tonnes by 2030," Lal-sodagar averred.

"With efforts to increase manufacturing capabilities, we expect the numbers of freighters to rise gradually. As per current statistics, there are a total of 717 aircraft, of which 16 are freighters, and the remaining 701 are passenger aircraft offering belly capacity.

The decision to have a wide-body or narrowbody freighters will be driven by market demand, destinations to be served, financials and aircraft availability. Narrowbodies are most suited for operations to domestic and neighbouring countries due to their versatility, while wide-body aircraft would be required to serve European, American, or Far East, and Asia Pacific destinations," Nikhil felt.

"As a cargo man, I will be biased if I say wide-bodied aircraft are more suitable. There are routes that can be sufficiently served by narrow-bodied aircraft as well. Economics will work only if we deploy the

right capacity. For example, Mumbai is a market that requires the capacity of wide-bodied aircraft, followed by Delhi, Hyderabad, and Chennai. Ahmedabad is another city where the cargo demand tends to grow rapidly. The country boasts strong domestic air and trucking networks, which decreases the demand for cargo," Perera said.

"As the cargo demand grows with economic expansion, fleet and capacity growth need to align to ensure efficient and accessible cargo capacity is available. So going forward, the orders of the passenger aircraft by the Indian

Since narrowbody flights can land on smaller airports, they are most suited to domestic and regional centres

carriers will ensure a sizeable addition to the belly space. But same is not the situation for the freighters with limited numbers expected to be delivered. It means that there will be a continued reliance on the foreign freighters to serve the Indian market requirements. This brings an additional risk as those aircraft could be redeployed in other markets if more favourable conditions prevail elsewhere," Hughes said. 📌



Creating CCS at airports, ports to form intermodal corridors

Cargo handling is vital to prevent pilferage, illicit trade, and cybersecurity threats. Given that air cargo is expensive, any handling defects can render it costlier and non-viable. So, integrating technology with all supply chain is vital, says **Rahim Bhimani, Senior VP, Air Cargo Excellence, Kale Logistics Solutions.**

What is your vision for global air cargo sector? Discuss about the firm's plans to develop CCS for global logistics transformation?

The industry has proven its resilience since the pandemic, providing crucial support to global supply chains amid challenges in ocean shipping. Its agility and adaptability have been pivotal during these turbulent times. Looking ahead, the air cargo sector shows great promise, especially with targeted investments in technology, sustainability, infrastructure, and policy-making. Kale Logistics Solutions' UN recognised Cargo Community Systems (CCS) aligns with WTO Trade Facilitation norms, making them globally applicable. These systems are designed to connect all layers of the supply chain, addressing current and future industry challenges. The strategy involves creating CCS at airports and ports, linking them with partner facilities to form inter-modal corridors. These neutral networks will integrate data from all stakeholders, enabling data-driven operations.

How crucial is safety of air cargo during handling and ferrying? Comment how tech integration is ensuring seamless operations?

Efficient cargo handling is crucial to prevent pilferage, revenue leakage, illicit trade, high cargo dwell time, and cybersecurity threats—all compromise safety and security of cargo. Given that cargo is the



Rahim Bhimani
Senior VP, Air Cargo Excellence
Kale Logistics Solutions

expensive mode of transport, any handling flaws can render it even costly and non-viable. Therefore, integrating technology with all supply chain stakeholders is vital.

Seamless data flow enables advanced shipment notifications and Blockchain-based tracking for perishables and

“These systems are designed to connect all layers of the supply chain, addressing current and future industry challenges.”

pharma, reducing counterfeits and damages through interventions. Technology helps pinpoint where pilferage occurs within the supply chain, allowing for proactive measures to prevent future incidents. This integration strengthens the air cargo business model by enhancing efficiency, safety, and cost-effectiveness, ensuring the viability and competitiveness of air transport.

How was the Indian response on adopting tech solutions, considering high cost and lack of skilled manpower?

India is experiencing advancements in IT adoption, surpassing the global average, and leading in airport technology transformation. A decade ago, India had lagged, but today, the industry embraces technologies such as CCS—cloud-based SaaS platforms that can scale with demand. The Indian

Share with us your ongoing projects and future expansion plans?

We are making inroads into the American and European markets, receiving support from the cargo sector. Soon, we will implement our Airport Cargo Community System in Istanbul and Budapest airports. This year, we set up offices in Canada, Colombia, the Republic of Congo, and Malaysia, expanding our presence to all major markets, including the UAE, the



government, and associations such as FFFAI, ACAA, BCBA, and FIEO, and entities such as Kale, are collaborating to reduce logistics costs.

India benefits from a skilled workforce. With widespread computer literacy among undergraduates, imparting technical training is straightforward. This synergy between government, associations, and firms is driving innovation and efficiency in India's logistics sector, positioning the country as a leader in technology-driven airport transformations.

Netherlands, and Kenya. Exciting announcements are forthcoming for our projects in the Middle East and Latin America.

We have consolidated our offerings and are developing technology such as Blockchain, AI, and big data, for our solution products. We are pursuing global standardisation of our products to contribute to trade harmonisation through uniform data. This approach will enhance the efficiency of our services, solidifying our role in the global logistics.



Environmental concerns in warehousing, logistics crucial

Environmental concerns and sustainability become vital in warehousing and logistics sector. Adoption of eco-friendly practices will not only boost the growth of the sector but also attract continued investment, says **Arif A Siddiqui, VP, Warehousing Association of India & Founder and Director, Coign Consulting.**



CT Bureau

What is your vision for the warehousing and logistics sector?

Continued investments in modern warehouses, cold storage facilities, and transportation networks will be crucial. This will involve public and private sector participation to enhance efficiency and connectivity across India. The integration of technologies such as Internet of Things, Artificial Intelligence, automation, and data analytics will optimise warehouse operations, improve inventory management,

and enhance overall supply chain visibility and efficiency.

With the increasing demand for faster and reliable delivery services, there will be a focus on developing last-mile delivery (LMD) solutions, including alternative delivery methods such as drones and autonomous vehicles.

Environmental concerns and sustainability will become paramount in the warehousing and logistics sector. Adoption of eco-friendly practices such as green buildings, electric vehicles, and efficient energy management will be encouraged. Efforts in

Tech will optimise warehouse ops, improve inventory management, and enhance overall supply chain visibility

regulatory reforms, including simplification of tax system, state logistics policies, faster clearance, approval procedures, and streamlining of transportation regulations, will boost the sector's growth and attract more investment. Strengthening ties with global mar-

kets and integrating into global supply chains will open new prospects for Indian warehousing and logistics companies.

Overall, the warehousing and logistics sectors are poised for continued growth in the coming years, driven by factors such as technological advancements, infrastructure development, and favourable government policies, among others. However, addressing challenges such as infrastructure bottlenecks, regulatory hurdles, and skill shortages and the like will be crucial to realising the sector's full potential.



What is crucial to succeed in the coming years?

Industry advocacy and representation: It is crucial to advocate for the interests of the warehousing and logistics sector, representing members' concerns, and influencing policy decisions at the national and state levels. Building relationships with government agencies, policy-makers, and stakeholders will

be essential to drive regulatory reforms and address sector-specific challenges.

Skills development and talent management: Investing in skills development programmes and talent management initiatives will address the shortage of skilled manpower in the industry. Providing training opportunities, certifications, and career advancement pathways can attract and retain talent, while ensuring a skilled workforce capable of meeting evolving industry demands.

Share with us the WAI's upcoming projects and growth strategies?

Conducting research studies to gather insights into industry trends, challenges, and opportunities can provide valuable data to members and guide strategic decision-making. This could include market analysis, technology trends, regulatory updates, and best practices in warehousing and logistics. Organising training workshops, seminars, and certification programmes to enhance and update skills and knowledge of professionals in the sector. The topics could range from supply chain management and logistics operations to safety, security, and sustainability practices. Collaborating with technology providers to offer member discounts or incentives for implementing innovative solutions such as WMS, IoT devices, and automation technologies.



Arif A Siddiqui
Vice President, WAI & Founder
& Director, Coign Consulting

Engaging with government agencies, policymakers, and regulatory bodies to advocate for policies and regulations that promote the growth and development of the warehousing sector. Hosting networking events, conferences, and trade shows to bring together stakeholders, thought leaders, and experts for knowledge exchange, business networking, and collaboration opportunities. Exploring opportunities for international partnerships and collaborations to facilitate global trade, technology transfer, and market expansion.

What are the current challenges? Can you suggest some solutions?

Infrastructural bottlenecks, including roads, ports, and warehouses, lead to congestion, delays, and rise in transportation costs. The solution is to increase investments in infrastructure development



projects such as road and rail networks, ports, and modern warehouses. PPPs can be leveraged to expedite infrastructure projects. Poor last-mile connectivity in urban and rural areas hampers timely delivery and increases transportation costs.

Improving it through initiatives such as building more distribution centres, implementing alternative delivery methods such as EVs, and leveraging technology for route optimisation. Cargo theft, tampering, and security breaches pose

“Investing in skill development programmes and talent management initiatives will solve manpower shortage.”

risks to warehousing and logistics operations. Enhance security measures through the implementation of access controls, CCTV surveillance, alarm systems, and security audits. Collaborate with law enforcement agencies and private security providers to mitigate security risks. Concerns such as pollution, carbon emissions, and waste generation must be addressed in operations of warehousing and logistics sectors.

Promoting eco-friendly practices such as green building designs, energy-efficient technologies, electric and hybrid vehicles, and sustainable packaging materials. Implementing waste management and recycling programmes to reduce environmental impact. Addressing these issues requires a concerted effort from the government, industry stakeholders, and technology providers. By implementing the said solutions, the warehousing and logistics sectors can overcome hurdles and achieve sustainable growth and efficiency.



JNCH, BCBA promote faceless assessment in customs

Issues such as providing timelines for import & export cargo clearance, use of IT tools to mitigate delays, reduce number of queries, and transparency regarding clearance of goods were discussed during a session held by Jawaharlal Nehru Customs House (JNCH) and Brihanmumbai Custom Brokers Association (BCBA).

To focus on faceless assessment in customs and reinforce the trade facilitation measures, Jawaharlal Nehru Customs House (JNCH) and Brihanmumbai Custom Brokers Association (BCBA) organised an interactive open house session for trade and industry, exporters and importers at IMC Chamber of Commerce and Industry in New Delhi.

To facilitate EoDB, various initiatives were discussed such as providing the statutory timelines for clearance of import and export cargo, use of IT tools and EDI system to mitigate the delays, reduce the number of queries, create non-intrusive examination process, requirement of a nodal officer, transparency regarding clearance of goods under Customs (Administration of Rules of Origin under Trade Agreements) Rules, 2020 (CAROTAR, Rules, 2020).

One of the important requests made on behalf of the trade was to create a comprehensive escalation mechanism in digital format to help the trade and industry for quick redressal of the pending import consignments. Dushyant Mulani, President, BCBA, gave a detailed presentation based on the feedback received from the



industry. While addressing the gathering, Rajesh Pandey, Chief Commissioner of Customs, Mumbai Zone II, JNCH, announced the issuance of PN NO 46/2024—mid-year special drive (MSD), which will help to

expedite the clearances substantially and help identify and remove the bottlenecks faced by the trade. This meeting is being held at the behest of the request made by FFFAI for revamping the faceless assessment structure and for

gathering the feedback and understanding of real-time issues was vital, he conveyed. Pandey also thanked the BCBA for organising the meeting with the trade and conveyed that accurate declaration along with documents would be essential to reduce the dwell time. Emphasising on the aspects of providing principles of natural justice to the trade and industry under faceless, he conveyed that custom brokers and the association being partners to the Customs Department need to work for faster turnaround of import and export cargo to make the logistics in the country efficient.



'Paperless' approach to reduce risks, improve resilience

Global logistics industry has long been plagued by relying on paper-based documentation. This approach is time-consuming and prone to errors and creates a lack of visibility. Businesses, which lack real-time information of their cargo, will have 100% visibility of their cargo and improve their operational efficiency.



businesses are free to focus on their core competencies. By having real-time tracking capabilities, businesses will improve operational efficiency by reducing the need for manual monitoring and follow-up. The tool also translates to cost savings, increased productivity, and a competitive edge for businesses of all sizes.

As international trade continues to evolve, the platform is fast becoming a valuable tool for navigating the complexities of the modern supply chain. The platform's focus on automation, transparency, and sustainability aligns perfectly with the demands of the current business environment.

The global trade landscape is undergoing a significant shift. Industries are looking to optimise costs, and environmental concerns mean that there is a greater focus on developing sustainable practices for the good of the planet. In this environment, traditional paper-based supply chain management struggles to keep pace.

This is where SeaRates, an online platform from DP World, steps in which leverages the power of automation and digitalisation to empower businesses of all sizes with a smarter way to manage their cargo transportation. Users can access a vast network of more than 10 million shipping routes and quotes from over 45,000 freight forwarders, all available online. This allows for easy price comparisons, enabling businesses to find the most cost-effective and efficient route for their shipments.

“The platform encourages businesses to operate sustainably via its unique fractionalised carbon credit scheme.”

The platform goes beyond mere cost savings. SeaRates also provides real-time tracking capabilities, giving users complete control and 100 per cent visibility over their cargo throughout its journey. This eliminates the 'black box' effect of traditional shipping, allowing businesses to anticipate potential delays and make informed decisions.

OPERATING SUSTAINABLY

The platform encourages businesses to operate sustainably

via its unique fractionalised carbon credit scheme. Businesses can utilise this particular feature to offset their carbon footprint associated with the cargo shipments they need to make. This also empowers them to contribute to a greener supply chain, while ensuring their commitment to environmental responsibility.

EASE OF USE

One of the significant strengths of the platform is its accessibility. The platform is not only user-friendly but also intuitive. It allows anyone to navigate and utilise its features quickly. Whether you are a seasoned importer or a small business venturing into global trade for the first time, SeaRates can streamline your cargo management process.

AUTOMATING MANUAL TASKS

By automating tedious tasks such as quote comparisons and document handling,

Whether you are looking for competitive rates, real-time tracking, or a commitment to environmental responsibility, SeaRates offers a comprehensive solution. By embracing this innovative platform, businesses can unlock a world of possibilities, ensuring a smoother, more efficient, and sustainable journey for their cargo.



Mike Bhaskaran
Group Chief Operating Officer, Digital Technology, Sea and Air, DP World

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

10.3% growth in international air cargo demand: IATA

Capacity, measured in Air Cargo Tonne Kilometres increased by 7.3% compared to March 2023. With cross-border trade and industrial production continuing to show an upward trend, this year is shaping up to be a solid one for air cargo, says **Willie Walsh, Director General, IATA**.



CT Bureau

In the latest data released by IATA for March 2024, "International air cargo demand increased by 10.3 per cent over the previous March. This contributed to a strong first quarter performance, which slightly exceeded the exceptionally strong 2021 first quarter performance during the pandemic. With cross-border trade and industrial production continuing to show an upward trend, this year is shaping up to be a solid one for air cargo," said Willie Walsh, Director General, IATA.

- Total demand, measured in cargo tonne-kilometers (CTKs), rose by 10.3 per cent compared to March 2023 levels (11.4% for international operations). This is the fourth consecutive month of double-digit year-on-year growth.

- Capacity, measured in available cargo tonne-kilometers (ACTKs), increased by 7.3 per cent compared to March 2023 (10.5% for international operations).

OPERATING ENVIRONMENT

- Global cross-border trade and industrial production increased by 1.2 per cent and 1.6 per cent respectively, in February.

- In March, the manufacturing output Purchasing Managers' Index (PMI) climbed to 51.9, indicating expansion. The new export orders PMI also increased to 49.5, remaining slightly below the 50 threshold that would indicate growth expectations.

- Inflation saw a mixed picture in March. In the European Union (EU) and Japan, inflation



Willie Walsh
Director General, IATA

rates decreased to 2.6 per cent and 2.7 per cent respectively, while increasing in the USA to 3.5 per cent. China experienced a deflation of minus 0.01 per cent. A return to deflation is forecast after February's brief period of inflation.

MARCH REGIONAL PERFORMANCE

Middle Eastern carriers saw 19.9 per cent year-on-year de-

“European carriers saw 10% YoY demand growth for air cargo in March, while intra-European cargo rose by 24.7%.”

mand growth for air cargo in March. The Middle East–Europe market was the strongest performing region with 38.3 per cent growth, ahead of Middle East–Asia, which grew by 19.6 per cent year-on-year. March capacity increased as much as 10.6 per cent year-on-year.

Asia-Pacific Airlines saw 14.3 per cent year-on-year demand growth for air cargo in March. Cargo demand on the Asia–Europe route increased by 2.7 ppt to 17.0 per cent and



Air Cargo market in detail – March 2024

	World Share ¹	March 2024 (% year-on-year)			
		CTK	ACTK	CLF (%-pt)	CLF (level)
Total Market	100.0	10.3	7.3	1.3	47.3
Africa	2.0	14.2	17.3	-1.3	47.3
Asia Pacific	33.3	14.3	14.3	0.0	47.5
Europe	21.4	10.0	8.0	1.0	58.1
Latin America	2.8	9.2	7.0	0.8	40.2
Middle East	13.5	19.9	10.6	3.9	49.6
North America	26.9	0.9	-1.9	1.1	40.4

¹% of industry CTKs in 2023

within the Asia market, the same grew by 6.7 ppt to 11.8 per cent. Cargo capacity increased by 14.3 per cent year-on-year.

As per IATA, North American carriers witnessed a 0.9 per cent year-on-year demand growth for air cargo in March—the weakest among all regions. European carriers saw 10.0 per cent year-on-year demand growth for air cargo in March. Intra-

European air cargo rose by 24.7 per cent year-on-year. Europe–Middle East routes saw demand grow by 38.3 per cent year-on-year, while Europe–North America expanded by 2.9 per cent year-on-year. Cargo capacity in March increased 8.0 per cent year-on-year. Latin American carriers saw 9.2 per cent year-on-year demand growth for air cargo in March. The cargo capacity increased 7.0 per cent year-on-year.



African airlines saw 14.2 per cent year-on-year demand growth for air cargo in March. Demand in the Africa–Asia market increased to 22.9 per cent. However, this was a 19.8 ppt decrease compared to the performance in February and the largest contraction across the major route areas. March capacity increased by 17.3 per cent year-on-year.

Monitoring air freight traffic and capacity allows deriving CLF, a key indicator that illustrates the balance between demand and supply within the industry. Rising load factors are

Cargo demand on Asia-Europe route rose by 2.7 ppt to 17% and within the Asia market, the same grew by 6.7 ppt

beneficial for airlines because they drive revenue and profitability at a given capacity. In March, the industry recorded a CLF of 47.3%. This ratio is 2.2 ppt higher than in the previous month and stands for a 1.3 ppt increase compared to March 2023. ↴



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Unlocking cargo potential through tech innovation



From investing in world-class infrastructure at ports, roadways, railways, and airports to improving intermodal connectivity and reducing costs, the air cargo sector has come a long way. Still, a plethora of challenges exist, which obstruct seamless cargo movement, which include regulatory complexities, lack of skilled manpower, geopolitical uncertainties, cargo thefts, and technology integration.





CT Bureau

Air cargo industry stakeholders have performed exceptionally well since the past few years, overcoming global disruptions with strategic contingency plans and innovative ideas. The stakeholders have realised the adaptability to ever changing market conditions is crucial.

In the air cargo industry, fluctuating fuel prices, inconsistent cargo demand, capacity constraints, under-utilised belly capacity, multimodal connectivity, congestion at the airports

operations. When it comes to logistics and warehousing sectors, lack of trained and skilled workforce, technology integration, cargo security, and poor last mile connectivity need to be addressed along with investments in robotics and automation despite high costs.

Streamlining processes and adopting technology for seamless clearance is necessary. Maintaining consistent quality standards in cargo handling, storage, and transportation is essential to gain the trust of global clients. Ensuring the security of cargo against theft, damage, and other risks is criti-

Many players in the industry still rely on outdated systems and manual processes that hinder efficiency and transparency. Innovation is vital for sustained growth

and terminals, and technology integration are some of the major concerns. The absence of dedicated wide-body freighters impede access to long-haul destinations, while time-consuming regulations and lack of coordination among the stakeholders exacerbate delays and inefficiencies in air cargo

and terminals, and technology integration are some of the major concerns. The absence of dedicated wide-body freighters impede access to long-haul destinations, while time-consuming regulations and lack of coordination among the stakeholders exacerbate delays and inefficiencies in air cargo

cal to maintain the industry's credibility. Many players in the industry still rely on outdated systems and manual processes that hinder efficiency and transparency. Innovation is vital for sustained growth, experts said.

Addressing these challenges and leveraging the opportu-



nities presented by the industry requires concerted efforts from the government, private sector, and other stakeholders. All these become imperative.

CARGO spoke to some of the industry stakeholders about the significant pain points that need attention and continuous improvement.





Need of the hour is to move freight by rail transport

“The inefficiencies in the transport ecosystem is one of the key challenges. The modal mix is still dominated by road transport. The need of the hour is to shift key freight traffic flow to rail transport. DFCs will boost freight flow via rail. The industry does not have warehousing facilities and roadways. There is a need to bridge the infra gap by boosting private investment in warehouse development and fast-tracking national highway development. To address these challenges, tech intervention is a must for facilitating consolidation, optimising fleets, and eliminating intermediaries.”



Sandeep Kulkarni
Chief Operating Officer
Allcargo Gati Ltd.

Inadequate intermodal connectivity often leads to delays and higher costs

Challenges from supply chain disruptions, geopolitical fears

“The Indian air cargo industry faces diverse challenges, from capacity constraints, and fluctuating fuel prices, to regulatory complexities, and geopolitical uncertainties. The lingering effects of the pandemic, such as supply chain disruptions and labour shortages, among others, continue to impact operations and add to the challenges of the air cargo industry. In addition, increasing competition from alternative modes of transportation and evolving customer expectations pose further challenges for the cargo industry players. Despite these obstacles, the air cargo industry views them as opportunities for innovation and collaboration.”



Prithviraj Chug
CEO
Group Concorde

Increasing competition from alternative modes of transportation pose challenges

Wide-body freighters' absence hinders reach to distant cities

“Indian EXIMs heavily depend on international carriers, which presents a growth opportunity for the domestic airlines in a bid to enhance freighter connectivity. However, challenges persist, including inadequate infrastructure for cold chain logistics operations, limited adoption of advanced technologies, scarcity of pharmaceutical skilled workforce, and post-COVID regulatory hurdles. The absence of wide-body freighter aircraft impedes access to long-haul destinations, while time-consuming regulations and lack of coordination among the air cargo industry stakeholders exacerbate delays and inefficiencies in air cargo operations.”



Pradeep Panicker
CEO, GMR Hyderabad
International Airport

The absence of dedicated wide-body freighters impedes access to long-haul destinations

Disruption management needs constant interaction

“I think there are many potential pain points, starting with the risks of geopolitical uncertainties and the impact they have on supply chains, often without notice. The recent situation in the Middle East, which led to closure of Red Sea shipping lanes is an example. It caused drug shortage in parts of Europe. While air cargo was mobilised to support, accessing suitable capacity at short notice was a challenge. Disruption management requires constant interaction between partners to identify if temperature excursions are at risk. For this to be optimised, we need much greater adoption of universal digital standards and the pact to utilise and share data.”



Glyn Hughes
Director General
TIACA

Closure of Red Sea shipping lanes has caused a drug shortage in Europe is an example

Poor airport infra, reduced margins plague industry

“There are many significant challenges faced by the Indian air cargo industry. These include inadequate airport infrastructure and facilities, labour management, cargo capacity issues, compliances and regulatory requirements and their complexities, growing competition from other modes of transportation. This apart, Electronic Data Exchange (EDI) and Indian Customs EDI Gateway issues with frequent breakdowns, space issues, majorly fluctuating freight rates for air shipments, decreased margins and increasing competition for every industry stakeholder, geopolitical issues, route planning problems, which continue to affect the air cargo industry.



Chaitaly Mehta
Director
EKF Global Logistics

Poor airport infra, labour management, cargo capacity issues vexing air cargo sector

Labour shortage, outdated infra disrupt on-time delivery

“The air cargo industry faces headwinds, volatile fuel costs, including the rise of cleaner-burning SAF and creating pricing instability. Traditional tracking systems lack real-time data, leaving freight forwarders in the dark. Paper-based processes lead to delays and errors. Labour shortages and outdated airport infrastructure disrupt on-time delivery. Evolving security regulations add to the complexity. Geopolitical events disrupt air cargo flows. Air cargo's high carbon footprint demands solutions, such as SAF and route optimisation. These challenges necessitate collaboration between airlines, freight forwarders, technology providers and regulators.”



Kunal Maheshwari
Chief Growth Officer,
Softlink Global

Traditional tracking systems lack real-time data, leaving shippers in the dark

Fast cargo delivery services incorporate many pain points

“India's air cargo and logistics sector has grown due to demand from e-commerce, pharma, perishables, D2C and FMCG. Product life cycles have shortened, and industries have combined just-in-time cargo delivery into their business models. But despite such a time-sensitive environment where speed is a must, the sector grapples with many pain points. AISATS MMCH and AISATS BLR Logistics Park were designed to address these pain points. The ICT at the MMCH will provide cargo handling under one roof, while the MMCH's Integrated Warehousing and Logistics Zone will offer consolidation centers, bonded warehouse, trucking zone, among others.”



Sanjay Gupta
CEO
AISATS

Product life cycles have shortened, and firms have combined just-in-time delivery



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Adoption of tech increases, but not widened among SMEs

“Despite improvements, complex regulatory procedures, and a lack of cohesive policy enforcement across states creates logistical inefficiencies. Adoption of Artificial Intelligence, Internet of Things, and Blockchain has increased, but is not yet widespread, particularly among SMEs, highlighting a digital divide. As India reduces its CO₂ footprint, the logistics sector struggles to balance growth and emphasises need for greener logistics solutions. The government’s focus on infra development and policy reforms sets the growth’s solid foundation. The potential hinges on addressing the existing operational inefficiencies. As India looks ahead, strategies across governmental, industrial, and technological spheres will be paramount.”



Xerrxes Master
President
AMTOI

Adoption of AI, IoT, and Blockchain has increased, but is not yet widespread

Delay at customs leads to swelling of costs, transit time

“Inadequate infrastructure and congestion at ports, railways, and roads obstruct smooth cargo movement. Complex regulatory procedures and paperwork at the customs checkpoints increase transit times and logistics costs. Poor last-mile connectivity between different modes of transportation also increases transit times and logistics costs. Limited adoption of advanced technology in the logistics sector obstructs efficiency gains and real-time tracking capabilities. The shortage of skilled manpower in the sector poses a challenge. Continued investment in infra, policy reforms, and technology adoption will be crucial in realising the full potential of the multimodal transportation in India.”



Dr. Sharmila H. Amin
MD, South Asia India,
Bertling Logistics India

Investment in infra, policy reforms, and technology adoption is crucial

A shift to coastal, inland waterways to transport cargo

“The country has the second-largest road network (busiest globally) and the fourth-largest railway network (second busiest). However, waterways, with vast potential, carry 6 per cent of cargo, with dry bulk and containers making up a mere 2 per cent. This highlights the need for a paradigm shift towards coastal and inland waterways, India must learn from the European Union’s successful 200-year-old strategy for inland waterways, drawing inspiration from waterways leaders such as Rhenus Group in multimodal transport. There are many factors that contribute to underutilisation of waterways. The country’s ageing fleet of vessels limits coastal cargo movement. Solution is promoting short sea shipping and inland water transport.”



Kiran B. Nandre
Director NVOCC &
Short Sea Shipping,
Rhenus Logistics India

India must learn from the EU’s 200-year-old strategy for inland waterways

Contd. on next page ►

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Drug pricing pressure is one of the many impediments

“Many airports in India are designed to deposit the pharmaceutical (passive and active) products directly into the cold storages and warehouses for further distribution for inbound or outbound movement. Delhi, Mumbai, Hyderabad, and Bengaluru have world-class facilities to handle pharmaceutical products. These cities are also planning to expand more in future, according to forecasts. Lack of adequate supply chain solutions and management are some of the challenges along with pricing pressure with government control on drug pricing, Russia-Ukraine war, high research and development costs, lack of skilled workforce, and regulatory compliance, among others.”



Sanjeev Kapoor
AVP Product
Air India

Delhi, Mumbai, Hyderabad, and Bengaluru have good facilities to handle pharma products

Policies will influence market dynamics, global value chains

“Fluctuations in global trade policy is a challenge for global supply chains. The implementation of trade barriers, such as tariffs and quotas, disrupts the flow of goods, leading to delays, increased costs, and uncertainty in sourcing essential materials. Businesses must navigate this dynamic landscape by employing responses, such as diversifying supplier base or reshoring production, to mitigate these disruptions. India's integration with export control exemplifies the complex interplay between national policies and the global trade environment. We, at CJ Darcl, believe that these policy changes can exert a broader influence on market dynamics, impacting factors such as industry competitiveness, consumer behavior, and the configuration of global value chains.”



Nikhil Agarwal
President
CJ Darcl Logistics

Integration with export control exemplifies the complex interplay between national policies

Optimising routes by reducing transit time, costs

“In today's fast-paced business environment, efficient logistics services are crucial for maintaining a competitive edge. Transportation is the backbone of logistics, yet managing it remains a challenge. Selecting transport modes and optimising routes can be complex. Partnering with top logistics firms can help overcome these challenges by optimising routes, reducing transit times, and minimising costs. Warehouse management is essential, but it is often lacking. Automated storage systems, barcode scanning, and WMS can enhance inventory tracking and order fulfilment. By using GPS, RFID, and IoT, logistics firms can offer real-time updates on shipments and planning.”



Vivek Juneja
Founder and Managing Director, Varuna Group

Transportation is the backbone of logistics, yet managing it remains a challenge



Contd. on next page ►

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Necessitating safety protocol of air cargo paramount

“In competitive domestic logistics, companies face many challenges within the industry. From optimising delivery routes, maximising cargo capacity and dealing with fuel prices, businesses navigate a landscape full of complexities. Since ensuring security of shipments is vital, necessitating continuous refinement of safety protocols remains paramount. Operational bottlenecks demand swift resolution to maintain efficiency. Navigating challenges in logistics and air cargo, such as congestion and



JB Singh
Director
MOVIN Express

Operational bottlenecks demand swift resolution to maintain efficiency

operational bottlenecks, necessitates forward-thinking solutions. Through the integration of predictive analytics and automation, industries can mitigate these obstructions, optimise efficiency across the supply chain.”

Limited capacity, manual verification increase costs

“As a player in the air cargo and logistics industry, we encounter several pain points that impact our operations. One of the foremost is lack of infrastructure, including limited capacity at airports and cargo terminals, leading to congestion and delays. This directly affects our ability to efficiently handle and transport products. Despite the advancement of customs processing, the persistence of physical scrutiny of the documents remains a bottleneck. The reliance on manual verification prolongs the clearance timeline, increases risk of errors, and adds unnecessary costs for businesses. The lack of standardisation and digitalisation across the industry creates inefficiencies and hampers interoperability.”



Vipin Vohra
Chairman
Continental Carriers

One of the foremost issue is lack of infra leading to delays and congestion

Urgent need to enhance capacity, freight corridors

“Presently, the country’s high-density rail corridors face severe capacity constraints. There is an urgent need for capacity enhancement, upgradation, creation of new passenger and freight corridors, among others. Other issues plaguing the rail transport are, inadequate connectivity to ports and mines, inability to carry longer and heavier trains, lower throughput, longer turn-around period. Also, there is a space crunch across the carriers to all destinations, while the available air freight is also a concern. It has been skyrocketing presumably due to closure of Red Sea shipping lanes thus dampening the exporters’ selling enthusiasm. So, the stakeholders need to have a tangible solution to overcome such roadblocks.”



Sunil Kohli
Managing Director,
Rahat Cargo

Inability to carry longer trains, lower throughput is plaguing rail transport

Will air cargo rates remain high due to Red Sea crisis?

Disruptions to ocean freight services due to the closure of Red Sea shipping lanes rose air cargo spot rates this year. In early May, average ocean container spot rates from Northeast Asia to the USA West Coast were more than double the level witnessed 12 months earlier, says **Xeneta**.



CT Bureau

The Transpacific air cargo trade has been buffeted by many air cargo market winds since the second half of the last year and is now entering the traditional slack summer months this year with increased air cargo spot rates.

After a temporary decrease in March post-Lunar New Year, the eastbound corridor from Northeast Asia to the USA has witnessed spot rates rebound by more than 30 per cent cargo year-on-year. According to a report, Wenwen Zhang, Shipping Analyst, Xeneta, said, "The question is whether we will see the air cargo market follow the traditional pattern of cooling down during the summer season or whether the rates



Wenwen Zhang
Shipping Analyst
Xeneta

DISRUPTIONS IN OCEAN FREIGHT

Disruptions to ocean freight services because of the Red Sea crisis have increased manifold to the growth in air cargo spot rates in this year. In the first week of May, average ocean container spot rates from Northeast Asia

liability also remained low. In March, schedule reliability for services from Asia to the USA West Coast was just 49 per cent. In the USA East Coast, it was even worse at 38 per cent (source: Sea-Intelligence).

Given any improvements in ocean freight container service, reliability and trustworthiness will be slight at best in the coming months and with an increase in air cargo rates, it does not come as surprise that some of the shippers have turned to air freight to protect their supply chains.

There has been movement in the cost difference between ocean container and air cargo services. In early May, the average air cargo spot rates on the Transpacific trade was nine times more expensive than ocean container spot rates. Before the escalation of the Red Sea conflict, air cargo was 22 times more expensive. This calculation is based on one 40 feet equivalent shipping container holding 8,000 kg of cargo. No summer slack has yet been witnessed for the Transpacific air cargo market.

Air cargo rates from prominent e-commerce origins—Southern China and Hong Kong—have increased since the end of the last year's peak season. During the first week of May of this year, general cargo spot rates to the USA from both Southern China and Hong Kong were US\$5.24 per kg and US\$4.23 per kg, respectively. Although the air cargo spot rates appeared to have peaked in both the trades, they are still 85 per cent higher than in the corresponding period of 2019. Due to the slow recovery of the

belly capacity from mainland China to the USA, the average spot rates from the Southern China to the USA exceeded that of Hong Kong to the USA during the peak season by the end of last year and the Red Sea conflict.

This actually reverses the traditional air cargo rate levels between the two regions seen before the increase in

“Rates from Southern China and Hong Kong—have increased since the end of last year's peak season.”

e-commerce. This sentiment has also extended to neighbouring air cargo hubs as the shippers seek out other available cargo capacity. The average general cargo spot rate from Vietnam to the USA in the first week of May zoomed up by nearly 60 per cent.

The general cargo spot rates on other routes from Eastern China, Taiwan, Singapore, Thailand, South Korea, and Japan were less expensive. They were around 15 to 50 per cent below those from e-commerce hubs in China during the first week of May of this year. Therefore, the shippers as well as the freight forwarders could explore these additional air routes in a bid to optimise capacity utilisation and improve cost management. This will also better prepare the shippers and the forwarders for another potential 'strong' peak season ahead.



will remain high due to factors such as disruption to ocean freight services due to the Red Sea conflict, a still-resilient USA economy, and the e-commerce boom out of China.”

to the USA West Coast were more than double the level witnessed 12 months earlier as disruption in the Red Sea continued to impact the world's major trades. Ocean freight container schedule re-

DGR training for facilitating export of dangerous goods

Institutions across India have not been getting approvals to conduct DGR training. This is causing issues in the export of pharma and dangerous goods. Logistics providers must be aware of regulations, while transporting cargo.



CT Bureau

Focusing on the issues pertaining to DGR training for pharma and HAZMAT transportation, The Air Cargo Agents Association of India (ACAAI), Managing Committee, convened a meet in Chennai recently.

“Overall, while there are advancements in the handling and ferrying dangerous goods in India, efforts are needed to

address the challenges related to infrastructure, compliance, and training. Enhanced regulatory frameworks, technological integration, and industry collaboration will be key drivers in ensuring the safe and efficient transport of hazardous materials in the Indian market. Handling and transporting dangerous goods is a complex and crucial aspect of logistics and transportation industries. The status of these sectors involves several key points:



1. Adoption of tech in monitoring and ferrying of dangerous goods is increasing. GPS tracking, real-time monitoring, and digital documentation are becoming common, enhancing safety and compliance.

2. There is a need for comprehensive training programmes for all stakeholders involved in the logistics chain. Handling, emergency

response, and safety protocols must be well understood and practiced,” CK Govil, President, ACAAI, said. He added, Many Indian firms are adopting best practices and investing in training and infrastructure to ensure safe handling and transportation of dangerous goods. The team at Southern Region needs to be complemented and thanked for organising the same successfully. 📌

FFFAI, 21CC join forces to promote skilling, growth in logistics sector

The groundbreaking e-learning platform is set to redefine learning landscape and promote skilling in logistics industry. This achievement will empower an individual to learn at his or her own pace and space. It is a testament of the FFFAI's commitment to innovation.



CT Bureau

The Federation of Freight Forwarders' Association of India (FFFAI), in collaboration with 21CC has launched an innovative e-learning platform that is all set to redefine the learning landscape and promote skilling in logistics industry.

This groundbreaking platform is designed in a bid to empower an individual to learn at his own pace, in his own space. “We owe this



monumental achievement to the relentless efforts and unwavering support of our esteemed team.

A massive shout-out to Dushyant Mulani, Chairman, FFFAI, Shankar Shinde,

Past Chairman, Sudip Dey, Honorary Secretary, Sudhir Agarwal, OB in-charge, IIFE, Nirav Thakker, and Honorary Secretary, IIFE, among others and the secretariat for their instrumental important role in launching this platform.

This e-learning platform is more than just a tool; it is a testament to the commitment to innovation and change. “Today we learn for a better tomorrow,” according to their official LinkedIn post. 📌

ACCD elects new MC at 47th AGM

ACCD elects new Managing Committee at 47th Annual General Meet for the year 2024-2025. Sumit Mathur from Emirates SkyCargo has been elected as the new President. The new Managing Committee reinforced the club's commitment to creating a unified platform for members to collaborate and exchange ideas.



Sumit Mathur
President, ACCD



Ashwini Sharma
Ex-officio, ACCD



The Air Cargo Club of Delhi (ACCD) organised its 47th Annual General Meeting (AGM) on

New MC Members

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



May 17, 2024 at Hotel Radisson Blu, Mahipalpur. The Managing Committee (MC) for 2023-2024 welcomed the members and commenced the proceedings of the AGM by presenting the annual report along with the balance sheet.

Sumit Mathur has been elected as the new President. The house appreciated the

work done by the past president Ashwini Sharma during his tenure, actively discussing past events and putting forward some valuable suggestions for the coming year.

Thereafter the nomination results were announced by the returning officer Sunil Arora. The Managing Committee under the leadership of newly

elected President Sumit Mathur reinforced the club's commitment to creating a unified platform for members to collaborate, exchange ideas and organise various social events throughout the year. The new team conveyed its gratitude to past presidents and senior members of the club for their continued support and contribution to the club.

K+N invests in eTrucknow to track shipments

To improve efficiency and sustainability, we have invested in transport management system called eTrucknow. It offers visibility to customers to track shipments. We have plans to invest in costs and advanced technology solutions, says **Dr. Hansjoerg Rodi, Executive VP, Road Logistics, Kuehne+Nagel, India.**



CT Bureau

Could you throw light on the current state of the road logistics sector in India?

Indian road logistics sector is fragmented in nature. At present, it is unorganised. Though many truck operators are operating into a structured and organised environment, the whole logistics sector including MSMEs must work in a structured environment. This is needed with the growing consumer demand. We are today in a fast and vibrant environment as a logistics provider in India.

Will the govt initiatives and policy reforms boost road logistics in the near future?

There are regulatory barriers in India. To operate efficiently



Dr. Hansjoerg Rodi
Executive Vice President, Road Logistics, Kuehne+Nagel, India

and to cut the costs, complex administrative regulatory hurdles need to be resolved.

What solutions and technologies have you adopted to improve efficiency and sustainability?

To improve efficiency and sustainability, we have invested in transport management system for our global operations. This

platform provides us real-time data tracking facility and information on the shipments we deliver. Based on that, we have built a solution called eTrucknow-Road Logistics Private Cloud Solution, our suppliers can easily access this platform. It offers transparency and visibility to the customers to track the shipments. We provide the customers full visibility on cargo that is allowed under our custody.

What is your vision for long-term investment and growth in India?

We have plans to invest in long-term partnerships with suppliers. We will also invest in costs and advanced technology solutions. We will achieve success only if we have people that understand our customers' requirements and that can be based on technology and a stable partner relation-

ship ensuring good service to our customers.

How do digital solutions streamline processes and bring efficiency?

As a freight broker or freight forwarder our objective is to offer efficiency gains to our customers either by analysing their routings and by opti-

“To improve efficiency and sustainability, we have invested in transport management system for our global operations.”

misng that, or by sufficiently consolidating cargoes or shipments into truckloads. This is what we are doing so that customers can concentrate on what they are good at in selling their products or producing their products.

Tell us about the sustainable initiatives taken by your company?

Sustainability is one of the cornerstones in our strategic roadmap for the year 2026. We want to sensitise our clients who use environment-friendly solutions by offering them the best possible solution to reduce the carbon emission and to operate in a more environment friendly way. We offer sustainable solutions for all transport modes across the globe. 🌱



Fostering discussions for navigating disruptions

The third edition of Supply Chain Logistic Conclave 2024 will be held in New Delhi on June 21.

Organised by Team Marksmen, the conclave promises to be an invaluable platform for industry leaders to collaborate and strategise amidst the challenges of the industry. By fostering discussions on navigating disruptions, leveraging advanced technologies, and optimising decision-making processes, the objective of the conclave is to pave the way for sustainable competitive advantage in manufacturing and sourcing. It is a testament to the importance of continuous learning and adaptation in today's dynamic marketplace.



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Strengthening ground handling by investing in technology

UDAN and 100% FDI in ground handling services stimulate market expansion, attracting domestic and foreign investors. As a result, the demand for handling services is poised to increase substantially in the coming years, says **Kamesh Peri, CEO, Celebi Cargo Terminal Management India.**



CT Bureau

What is the status of ground handling market in India? How is the business shaping up at Celebi in this scenario?

The ground handling market in India is experiencing growth fuelled by increasing freight traffic, air capacity surge, alongside modernisation efforts in airport infrastructure. Government schemes, such as UDAN and 100 per cent FDI in ground handling services further stimulate market expansion,

Demand for handling services is poised to increase in the coming years, driven by burgeoning airline fleets & e-commerce

As a result, the demand for ground handling services is poised to increase substantially in the coming years, driven by burgeoning airline fleets, e-commerce, and rising per capita income.

We are positioned to capitalise on emerging opportunities and contribute to the evolution of ground handling market in India. We are expanding our presence in the Indian market, leveraging our expertise, innovative solutions, and customer-centric approach to meet the evolving needs of the airlines and airports across the country.

Through partnerships, investments in advanced technology, and a focus on sustainability, we are prepared to navigate the challenges and issues of the industry and capitalise on the growth prospects in the ground handling sector.

How much planning and investment has gone into improving ground handling and transportation at Celebi?

Our focus lies in identifying and seizing suitable investment prospects that align with our vision of providing exceptional cargo handling support to both established and emerging airports. We have built a resilient ground handling infrastructure in Delhi and continue to improve. We are actively looking for opportunities to invest in similar projects to help the sector grow. We have prioritised technological advancement



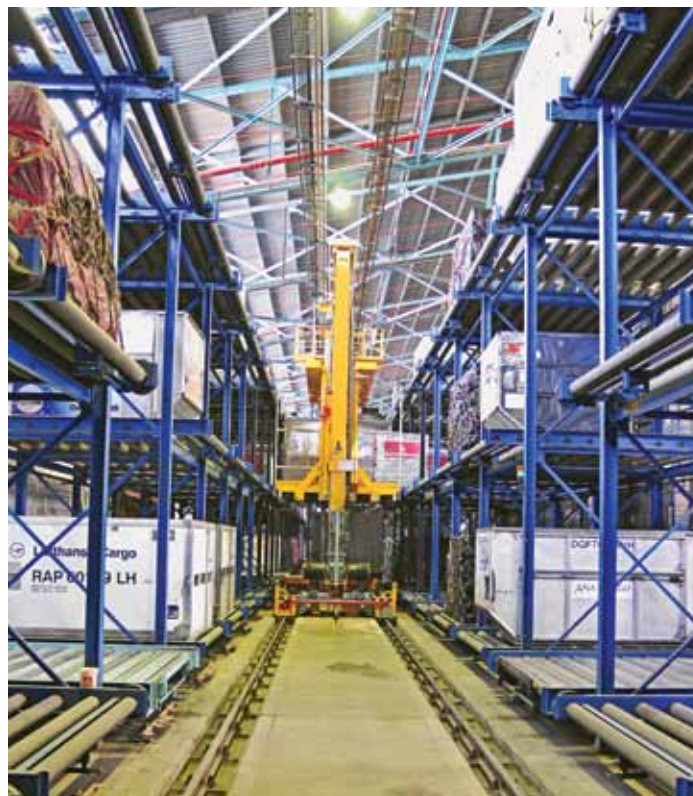
ments to strengthen our operations. Enhancements to the warehouse management system coupled with heightened security measures, demonstrate our commitment to data safety and integrity. Substituting manual security declarations with electronic counterparts and introducing WhatsApp Chatbot for international cargo tracking are steps towards seamless digital integration.

We strive to stay ahead of market dynamics by introducing innovative solutions for handling air cargo such as pharmaceuticals, e-commerce, perishables, temperature-controlled shipments, and transshipment cargo. Our solutions cater to the unique demands of e-commerce shipments, ensuring seamless and efficient handling of full freighter loads.

With the surge in volumes, how do you ensure 100% capacity utilisation at Celebi? Do you have enough capacity to handle huge volumes?

We have implemented operational initiatives and invested

in cutting-edge technologies to enhance efficiency and productivity across our facilities. By monitoring market trends and forecasting demand patterns, we proactively adjust our resources and workflows to match the evolving needs



Kamesh Peri
CEO, Celebi Cargo Terminal
Management India

of our customers, thereby maximising our capacity utilisation. Celebi has invested in enhancing our infrastructure and capabilities to accommodate the growing volumes of cargo traffic. With a dedicated team of skilled professionals, we are well-prepared to handle significant volumes, efficiently and effectively.

Could you share with us the cargo volumes handled by Celebi in the last financial year?

In FY23-24, Celebi Delhi Cargo Terminal had handled 465,000 metric tonnes of international and domestic cargo and is poised to handle more than half a million tonnes in current financial year.

What are the expectations airports and airlines have from their ground handling partners?

The airlines and airports expect continuity, reliability, efficiency, and safety from their ground handling partners. They look for seamless all-round processes, handling, and adherence to safety protocols to maintain operational excellence.

At Celebi, we understand these expectations and prioritise delivering quality services that align with our partners' needs. To assist the airlines and airports in fulfilling their requirements, we invest in cutting-edge technology, rigorous training programmes, and

“We are prepared to navigate the issues of the industry and capitalise on the growth prospects in the handling sector.”

operational procedures. By leveraging advanced ground handling systems and equipment, implementing best practices, and adhering to stringent safety standards, we strive to exceed expectations at every step. Our dedicated team of professionals provides personalised solutions tailored to the requirements of each partner, ensuring smooth operations, optimal resource utilisation, and exceptional service delivery.

As a ground handler, what are the bottlenecks you would like to highlight?

Firstly, enhancing airport infrastructure and optimising integrated cargo handling processes to streamline operations and enhancing service quality is the need of the hour. Secondly, navigating the complex regulatory landscape poses a challenge for handlers in India. Cumbersome regulatory approvals, intricate procedures and documentation requirements impede opera-

Contd. on next page ▶

tional efficiency. Simplifying regulatory processes and fostering collaboration between industry stakeholders and regulatory bodies are essential to facilitate smoother operations. Lastly, intense competition within the handling sector necessitates continuous innovation to maintain competitiveness. Collaborative efforts among cargo industry players to standardise processes, share best practices, and explore innovative solutions are crucial for driving growth and sustaining competitiveness. By proactively addressing these bottlenecks through concerted efforts and initiatives, we can overcome challenges and unlock the potential of the Indian handling industry.

With transshipment cargo volumes coming in via Bangladesh and Vietnam, how do you ensure speedy cargo handling operations?

With the recent policy changes in India, including the liberalisation of air cargo traffic rights, we are seeing an increased flow of transshipment cargo, particularly from Bangladesh. To ensure speedy and resilient cargo handling operations, we focus on three core areas—technological integration, robust infrastructure, and streamlined processes. Here, infrastructure plays a crucial role. At Celebi, we have invested in enhancing our infrastructure at key transit points to handle increased volumes. This includes expanding our warehousing capacities and adjusting our handling equip-



ment to ensure smooth loading and unloading. Our location at the largest cargo airport allows us to minimise transit times, critical for maintaining the integrity of time-sensitive shipments.

We leverage technology, including automated systems for cargo tracking and handling, which facilitates real-time visibility and efficient management of cargo flows. Here technological integration is paramount. This not only speeds up the process but also minimises errors and enhances security checks without causing delays. Last but not the least, streamlined processes, achieved through rigorous training of our staff and collaboration with airport authorities and airlines, ensures that transshipment cargo is handled swiftly and with care. We work closely with customs and other regulatory bodies to ensure that all requirements are met promptly, crucial for avoiding unnecessary delays.

What is your vision for the air cargo industry? Is it ready to achieve 10 MMT by 2030?

We envision an air cargo handling industry that is not only prepared but is also thriving, capable of meeting and exceeding the target of handling 10 million metric tonnes (MMT) by 2030. This target represents a milestone for Indian logistics sector and underscores the potential and opportunities that lie ahead. To achieve this vision, it is imperative for the industry to adopt a comprehensive approach focusing on infrastructure development, process improvements, technology integration, digital initiatives, policy reforms, and collaborative initiatives. Firstly, we recognise the importance of infrastructure development, including the modernisation of existing airports and the establishment of dedicated cargo terminals at strategic locations across India. These investments will

not only enhance ground handling capacity but also improve efficiency and operational resilience. Secondly, technology will play a pivotal role in driving growth and innovation within the air cargo industry. From digital platforms for e-Booking and real-time tracking to automation in cargo handling processes, embracing technological advancements will streamline operations and reduce turnaround times.

Policy reforms and PPPs will be instrumental in creating an enabling environment for the industry to flourish

Policy reforms and PPPs will be instrumental in creating an enabling environment for the air cargo industry to flourish. Simplifying customs procedures, reducing paperwork, and incentivising investments in infrastructure and technology will catalyse growth and competitiveness. Considering the collective efforts underway across stakeholders, including government bodies, industry players, and trade associations, we are confident the handling industry is positioned to achieve the 10 MMT target by 2030. With a focus on infrastructure enhancement, technological innovation, and policy support, we can unleash the full potential of air cargo ecosystem and set ourselves up as a global leader in logistics and trade facilitation.



WFS, BLR celebrate first anniversary of operations

Worldwide Flight Services (WFS) and BLR marked the first year of operations at Kempegowda airport recently. Various stakeholders took part in the event. The two BLR cargo terminals were illuminated in WFS colours and a cake cutting ceremony was held. The day ended with foot-tapping music and a cocktail dinner.





Providing seamless connectivity to key markets by enhancing network

Recovery from COVID is likely to fuel heightened demand for air freight services, particularly in sectors such as e-commerce, pharma, and perishables. Digitalisation promises to reshape supply chain dynamics, ushering in an era of efficiency and transparency, shares **Prithviraj Chug, CEO, Group Concorde**.



Ritika Arora Bhola

Tell us about your projects underway and recent innovations?

Innovation is at the heart of everything we do. We are committed to advancing air cargo services through cutting-edge technology and eco-friendly practices. Currently, we are involved in several projects aiming to enhance our service

offerings and optimise operational efficiency.

Our recent innovations include the implementation of advanced technology solutions to streamline cargo tracking and management processes, as well as the introduction of eco-friendly initiatives to reduce carbon footprint. Through strategic partnerships, we have an objective to extend our global footprint and deliver

top-notch logistics solutions to our clients.

How has GSSA evolved in the past few years following rise in demand for cargo distribution globally?

In the wake of the post-COVID, the industry has witnessed shifts in sectors such as pharma and perishables. As a GSSA, we have adapted to refine our services to meet these

evolving demands. Presently, our focus is on specialised handling procedures, coupled with network enhancements, ensures the safe and efficient transportation of sensitive cargo. Our company has invested in certification and awareness among the team on specialised handling in order to ensure efficient transportation of sensitive cargo. We have enhanced our network capabilities to provide seamless connectivity to key markets, facilitating



international distribution of essential products.

How are you assisting your airline clients, while managing costs and boosting trade opportunities?

At Group Concorde, we recognise the complexities that airlines encounter in expanding their international footprint, while managing costs. Leveraging our cargo industry knowledge and comprehensive growth approach, we assist our partners in realising their expansion goals.

With our extensive network and streamlined operations, we optimise route planning and capacity utilisation—driving down costs and boosting profitability. We identify emerging market trends and trade opportunities, enabling our clients in a bid to capitalise on new revenue streams and expand their market presence.



Prithviraj Chug
Chief Executive Officer
Group Concorde

As a GSA, what are the metrics tracking your services' success, while serving a particular airline?

The success of our GSA services is measured by various KPIs reflecting our ability to meet our airline clients' expectations. Some of the important metrics include revenue growth, air cargo volumes handled, on-time performance, customer satisfaction ratings, and compliance with service level agreements. By monitoring these metrics along with engagement of management and implementing continuous improvement initiatives, we ensure the delivery of high-quality services that drive value for our partners.

After Vietnam Airlines, do you have any intention of adding new airlines to your portfolio?

We are driven to broaden our horizons by seeking collaborations with other airlines. Currently, we are engaged in discussions with potential partners and assess new ventures to expand our network. Our aim remains steadfast: To deliver innovative

“Through strategic partnerships, we aim to extend our global footprint and deliver top-notch logistics solutions.”

solutions that adapt to the dynamic demands of the air cargo industry.

What, in your view, are the primary growth drivers in this year?

The ongoing recovery from COVID is anticipated to fuel demand for air freight services in sectors such as e-commerce, pharma, and perishables. At Group Concorde, we stand poised to leverage our indus-

try know-how, expanding our global network, and invest in cutting-edge solutions. By harnessing our expertise and embracing innovation, we aim to fortify our competitive edge and foster sustainable growth, ensuring we remain at the forefront of the evolving air cargo landscape.

What are the current challenges the air cargo industry is facing?

The lingering effects of COVID, such as supply chain disruptions and labour shortages, continue to impact air cargo operations. Despite these obstacles, we view them as opportunities for innovation and collaboration. With strategic planning and proactive measures, we are committed to overcome these challenges and deliver value to our stakeholders.

What is your vision for the air cargo industry?

Our vision for the cargo industry is anchored around continuous growth, innovation, and sustainability. Committed to leading this journey, Group Concorde pledges to deliver innovative solutions, foster industry-wide collaboration, and drive sustainable growth. 📈



Department of Commerce

Export Import Data Bank; Export: Commodity-wise

* ITC HS Code of the Commodity is either dropped or re-allocated and the unit of the commodity may be changed from April 2023.

Dated: 29/5/2024; Values in Rs. Lacs

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
1	Live animals.	4,098.42	0.0011	10,246.96	0.0028
2	Meat and edible meat offal.	2,627,894.67	0.7256	3,174,669.89	0.8772
3	Fish and crustaceans, molluscs and other aquatic invertebrates.	5,478,657.91	1.5128	5,071,041.86	1.4011
4	Dairy produce; birds' eggs; natural honey; edible prod. of animal origin, not elsewhere spec. or included.	489,873.43	0.1353	517,436.08	0.143
5	Products of animal origin, not elsewhere specified or included.	209,206.35	0.0578	222,725.13	0.0615
6	Live trees and other plants; bulbs; roots and the like; cut flowers and ornamental foliage.	70,847.61	0.0196	71,782.88	0.0198
7	Edible vegetables and certain roots and tubers.	1,541,542.69	0.4257	1,606,670.21	0.4439
8	Edible fruit and nuts; peel or citrus fruit or melons.	1,164,333.34	0.3215	1,355,788.69	0.3746
9	Coffee, tea, mate and spices.	3,335,052.90	0.9209	3,922,976.27	1.0839
10	Cereals.	11,108,435.14	3.0673	9,096,167.17	2.5132
11	Products of the milling industry; malt; starches; inulin; wheat gluten.	606,563.25	0.1675	596,835.05	0.1649
12	Oil seeds and olea. fruits; misc. grains, seeds and fruit; industrial or medicinal plants; straw and fodder.	1,613,047.53	0.4454	1,774,620.01	0.4903
13	Lac; gums, resins and other vegetable saps and extracts.	863,068.23	0.2383	805,378.60	0.2225
14	Vegetable plaiting materials; vegetable products not elsewhere specified or included.	34,397.62	0.0095	37,878.79	0.0105
15	Animal or vegetable fats and oils and their cleavage products; pre. edible fats; animal or vegetable waxex.	1,658,777.36	0.458	1,511,048.01	0.4175
16	Preparations of meat, of fish or of crustaceans, molluscs or other aquatic invertebrates	635,649.93	0.1755	600,929.83	0.166

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
17	Sugars and sugar confectionery.	5,075,147.57	1.4014	2,725,578.38	0.7531
18	Cocoa and cocoa preparations.	124,213.62	0.0343	152,194.50	0.0421
19	Preparations of cereals, flour, starch or milk; pastrycooks products.	590,869.48	0.1632	679,849.26	0.1878
20	Preparations of vegetables, fruit, nuts or other parts of plants.	752,540.20	0.2078	957,455.83	0.2645
21	Miscellaneous edible preparations.	1,013,106.32	0.2797	1,216,405.64	0.3361
22	Beverages, spirits and vinegar.	301,627.57	0.0833	373,890.03	0.1033
23	Residues and waste from the food industries; prepared animal fodder.	2,024,084.02	0.5589	2,304,110.93	0.6366
24	Tobacco and manufactured tobacco substitutes.	973,985.47	0.2689	1,200,589.41	0.3317
25	Salt; sulphur; earths and stone; plastering materials, lime and cement.	1,899,749.12	0.5246	1,837,865.06	0.5078
26	Ores, slag and ash.	1,754,511.59	0.4845	3,535,638.94	0.9769
27	Mineral fuels, mineral oils and products of their distillation; bituminous substances; mineral waxes.	81,266,998.88	22.4398	72,540,760.81	20.0428
28	Inorganic chemicals; organic or inorganic compounds of precious metals, of rare-earth metals, or radi. elem. or of isotopes.	2,664,165.51	0.7356	2,655,139.07	0.7336
29	Organic chemicals	17,154,644.00	4.7368	16,817,254.84	4.6466
30	Pharmaceutical products	15,964,364.56	4.4082	18,304,878.07	5.0576
31	Fertilisers.	105,731.76	0.0292	107,737.69	0.0298
32	Tanning or dyeing extracts; tannins and their deri. dyes, pigments and other colouring matter; paints and var; putty and other mastics; inks.	2,652,827.84	0.7325	3,299,723.86	0.9117
33	Essential oils and resinoids; perfumery, cosmetic or toilet preparations.	1,912,498.97	0.5281	2,453,055.10	0.6778

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
34	Soap, organic surface-active agents, washing preparations, lubricating preparations, artificial waxes, prepared waxes, polishing or scouring prep.	745,192.34	0.2058	824,175.19	0.2277
35	Albuminoidal substances; modified starches; glues; enzymes.	360,919.92	0.0997	313,070.98	0.0865
36	Explosives; pyrotechnic products; matches; pyrophoric alloys; certain combustible preparations.	154,694.79	0.0427	229,095.75	0.0633
37	Photographic or cinematographic goods.	9,190.48	0.0025	12,475.88	0.0034
38	Miscellaneous chemical products.	6,328,218.52	1.7474	5,445,453.35	1.5046
39	Plastic and articles thereof.	6,151,848.27	1.6987	6,111,704.65	1.6886
40	Rubber and articles thereof.	3,760,355.39	1.0383	3,789,020.84	1.0469
41	Raw hides and skins (other than furskins) and leather	346,836.56	0.0958	371,486.73	0.1026
42	Articles of leather,saddlery and harness;travel goods, handbags and similar cont.articles of animal gut(othr thn silk-wrm)gut.	2,109,123.06	0.5824	2,025,611.79	0.5597
43	Furskins and artificial fur, manufactures thereof.	11,869.24	0.0033	9,819.18	0.0027
44	Wood and articles of wood; wood charcoal.	509,197.19	0.1406	513,981.78	0.142
45	Cork and articles of cork.	3,685.99	0.001	4,379.51	0.0012
46	Manufactures of straw, of esparto or of other plaiting materials; basketware and wickerwork.	54,160.27	0.015	56,946.52	0.0157
47	Pulp of wood or of other fibrous cellulosic material; waste and scrap of paper or paperboard.	2,966.99	0.0008	7,358.35	0.002
48	Paper and paperboard; articles of paper pulp, of paper or of paperboard.	2,370,381.69	0.6545	2,172,777.53	0.6003

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
49	Printed bookds, newspapers, pictures and other products of the printing industry; manuscripts, typescripts and plans.	307,482.50	0.0849	356,082.67	0.0984
50	Silk	81,225.87	0.0224	102,735.53	0.0284
51	Wool, fine or coarse animal hair, horsehair yarn and woven fabric.	137,725.59	0.038	136,830.52	0.0378
52	Cotton.	4,535,218.47	1.2523	5,614,548.90	1.5513
53	Other vegetable textile fibres; paper yarn and woven fabrics of paper yarn.	374,066.77	0.1033	391,851.53	0.1083
54	Man-made filaments.	1,573,111.86	0.4344	1,457,640.87	0.4027
55	Man-made staple fibres.	1,428,349.65	0.3944	1,356,920.97	0.3749
56	Wadding, felt and nonwovens; spacial yarns; twine, cordage, ropes and cables and articles thereof.	414,849.01	0.1146	476,032.55	0.1315
57	Carpets and other textile floor coverings.	1,470,066.52	0.4059	1,553,046.77	0.4291
58	Special woven fabrics; tufted textile fabrics; lace; tapestries; trimmings; embroidery.	278,626.21	0.0769	297,978.19	0.0823
59	Impregnated, coated, covered or laminated textile fabrics; textile articles of a kind suitable for industrial use.	312,907.66	0.0864	396,928.62	0.1097
60	Knitted or crocheted fabrics.	461,162.11	0.1273	390,925.06	0.108
61	Articles of apparel and clothing accessories, knitted or corcheted.	6,180,735.09	1.7067	5,579,809.79	1.5417
62	Articles of apparel and clothing accessories, not knitted or crocheted.	6,826,542.89	1.885	6,461,282.42	1.7852
63	Other made up textile articles; sets; worn clothing and worn textile articles; rags	4,536,214.76	1.2526	4,625,032.95	1.2779
64	Footwear, gaiters and the like; parts of such articles.	2,369,291.09	0.6542	2,060,833.23	0.5694
65	Headgear and parts thereof.	81,024.86	0.0224	79,650.10	0.022
66	Umbrellas, sun umbrellas, walking-sticks, seat-sticks, whips,riding-crops and parts thereof.	3,760.42	0.001	3,745.40	0.001

Contd. on next page ►

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
67	Prepared feathers and down and articles made of feathers or of down; artificial flowers; articles of human hair.	407,244.17	0.1125	486,709.41	0.1345
68	Articles of stone, plaster, cement, asbestos, mica or similar materials.	1,727,438.34	0.477	1,715,514.03	0.474
69	Ceramic products.	2,067,516.83	0.5709	2,523,620.94	0.6973
70	Glass and glassware.	840,690.16	0.2321	914,528.34	0.2527
71	Natural or cultured pearls, precious or semiprecious stones, pre. metals, clad with pre. metal and articles thereof; imit. jewelry; coin.	30,575,820.11	8.4427	27,209,729.13	7.518
72	Iron and steel	10,691,914.45	2.9523	9,811,777.34	2.711
73	Articles of iron or steel	7,881,360.26	2.1762	8,229,052.44	2.2737
74	Copper and articles thereof.	1,347,084.67	0.372	1,917,237.04	0.5297
75	Nickel and articles thereof.	160,983.56	0.0445	136,679.04	0.0378
76	Aluminium and articles thereof.	7,093,097.11	1.9586	6,334,654.30	1.7502
77	Lead and articles thereof.	387,525.48	0.107	647,005.75	0.1788
78	Zinc and articles thereof.	1,060,782.65	0.2929	601,774.25	0.1663
79	Tin and articles thereof.	9,759.44	0.0027	13,746.31	0.0038
80	Other base metals; cermet; articles thereof.	99,802.51	0.0276	83,903.45	0.0232
81	Tools implements, cutlery, spoons and forks, of base metal; parts thereof of base metal.	881,538.86	0.2434	873,900.34	0.2415
82	Miscellaneous articles of base metal.	690,873.83	0.1908	730,132.76	0.2017
83	Nuclear reactors, boilers, machinery and mechanical appliances; parts thereof.	22,097,733.30	6.1017	24,886,594.84	6.8761
84	Electrical machinery and equipment and parts thereof; sound recorders and reproducers, television image and sound recorders and reproducers, and parts.	23,051,065.98	6.365	28,497,039.16	7.8737

S. No	Commodity	2022-2023	%Share	2023-2024 (Apr-Feb)	%Share
85	Railway or tramway locomotives, rolling-stock and parts thereof; railway or tramway track fixtures and fittings and parts thereof; mechanical	297,118.17	0.082	260,991.29	0.0721
86	Vehicles other than railway or tramway rolling stock, and parts and accessories thereof.	17,049,188.01	4.7077	17,294,539.38	4.7784
87	Aircraft, spacecraft, and parts thereof.	1,149,829.27	0.3175	2,690,956.06	0.7435
88	Ships, boats and floating structures.	3,245,004.37	0.896	3,359,479.71	0.9282
89	Optical, photographic cinematographic measuring, checking precision, medical or surgical inst. and apparatus parts and accessories thereof;	3,855,580.58	1.0646	4,131,415.59	1.1415
90	Clocks and watches and parts thereof.	63,096.72	0.0174	76,241.95	0.0211
91	Musical instruments; parts and accessories of such articles.	36,973.59	0.0102	37,537.27	0.0104
92	Arms and ammunition; parts and accessories thereof.	254,198.36	0.0702	286,368.96	0.0791
93	Furniture; bedding, mattresses, mattress supports, cushions and similar stuffed furnishing; lamps and lighting fittings not elsewhere specified or inc	1,932,918.09	0.5337	2,001,146.60	0.5529
94	Toys, games and sports requisites; parts and accessories thereof.	416,456.45	0.115	432,954.15	0.1196
95	Miscellaneous manufactured articles.	611,649.18	0.1689	598,767.01	0.1654
96	Works of art collectors' pieces and antiques.	108,986.65	0.0301	279,345.11	0.0772
97	Project goods; some special uses.	14,064.30	0.0039	20,532.21	0.0057
98	Miscellaneous goods.	84,176.78	0.0232	77,755.41	0.0215
India's total exports		362,154,987.57		361,929,187.01	

Source: Ministry of Commerce and Industry

Clean transportation a result of reduction of CO₂ emissions

We seek implementation of standardised regulations nationwide. Clear rules would provide certainty and clarity for biz and facilitate smoother operations. Tax benefits, subsidies, and other perks can reduce the upfront costs associated with cleaner fuels, says **Anand Mimani, CEO, GreenLine Mobility Solutions**.



CT Bureau

What are the sustainable initiatives taken by your company?

Our commitment is evident in the adoption of 350 LNG-powered trucks offering advantage over traditional diesel ones. LNG trucks achieve reductions of up to 30 per cent in CO₂, 100 per cent in SOx, 59 per cent in NOx, 91 per cent in PM, and 70 per cent in carbon emissions compared to diesel counterparts.

Till date, we have done away with 3,826 tonnes of carbon emissions, equivalent to planting 153,086 trees. By going 12.3-million-km on Indian roads, our LNG trucks have reduced Scope 3 emissions. This has contributed to clean air efforts and propelled us towards an environmentally sustainable transportation future.

Our efforts extend beyond simply reducing emissions. We are shaping the infrastructure for sustainable transportation. Through our subsidiary, Ultra Gas & Energy Ltd (UGEL), we are setting up LNG fuel hubs to overcome infra challenges and ensure a reliable fuel supply. We plan to integrate EVs into our fleet for certain short-haul routes, leveraging their environmental benefits to optimise our logistics network.

What are the plans for skill development and drivers' training?

We have implemented an approach focusing on vehicle maintenance and drivers' training. The drivers in our



Anand Mimani
CEO
GreenLine Mobility Solutions

programme undergo rigorous training tailored to the operation and handling of LNG trucks.

This training covers a range of topics, including refuelling procedures, understanding LNG fuel gauges, and practicing safe driving techniques unique to LNG vehicles. Our programme also includes emergency response training to equip drivers with the know-how to manage any potential leaks or malfunctions effectively. We emphasise vehicle health and safety by implementing regular

maintenance practices. These steps are designed to minimise risks associated with LNG usage and ensure the reliability and safety of our fleet.

“One of the pressing challenges is the absence of tax benefits for purchasing LNG-powered heavy commercial vehicles.”

What are the challenges in the road freight sector?

While the National Policy on Biofuels and the SATAT initiatives emphasise the government's commitment to cleaner fuels such as LNG, we acknowledge the presence of existing challenges. One of the pressing challenges is the absence of tax benefits for purchasing LNG-powered Heavy Commercial Vehicles. Lack of rebates on LNG is a barrier

to wider adoption and infrastructure limitations such as the inadequate LNG refuelling stations, hinder the seamless integration of LNG technology into the road freight sector. Also, there is a need for continued investment in research and development to enhance the efficiency of LNG technology. Overcoming these challenges requires collaboration between the government, industry stakeholders for a conducive environment.

What do you expect from the govt to boost road freight sector?

Firstly, we advocate implementation of standardised rules nationwide. Clear norms and regulations would provide clarity for businesses, such as GreenLine, facilitating smoother operations and investment decisions. Secondly, we call for more government incentives to spur adoption of LNG-powered vehicles such as tax benefits, subsidies, and other financial incentives.



Sectional overhead doors: Gamechanger for industries

Now industries can enhance security, energy and operational efficiency and ensure a safer climate by opting for these sectional overhead doors. They are suitable for industries, thanks to their durability, security, insulation, reliable operation, and noise reduction, states Avians.



CT Bureau

Avians sectional overhead doors are the preferred choice for industrial spaces, and for good reasons. These doors offer a range of benefits that make them stand out in demanding industrial environments.

1. Durability and longevity: Avians sectional overhead doors are built to last, designed to withstand heavy usage, harsh weather, and potential impacts. Their high-quality materials ensure longevity, providing a reliable solution for industrial entrances.

2. Wind load resistance: In regions prone to strong winds and severe weather conditions, wind load resistance is crucial, these sectional overhead doors are engineered to withstand strong winds, providing peace of mind during storms and adverse weather events.

3. Enhanced security: Security is crucial in industrial facilities, and these doors

excel in this aspect. They feature robust locking systems, making unauthorised access challenging and protecting valuable assets.

4. Insulation and energy efficiency: These doors can be insulated, regulating in-

Security is crucial in industrial facilities, and these doors excel in this aspect. They have locking systems etc

door temperatures, and reducing energy costs. This environmentally friendly feature is vital for temperature-sensitive products and cost-effective operations.

5. Customisation options: Avians sectional overhead doors offer design flexibility, with various materials, finish-

es, and window configurations. This adaptability ensures a perfect fit for diverse industrial settings.

6. Smooth operation: Their precise and reliable operation minimizes downtime, ensuring uninterrupted workflow in high-traffic areas.

7. Low maintenance: Minimal maintenance requirements keep costs and down-

time at bay, making them ideal for busy industrial spaces.

8. Compliance with industry standards: These doors typically comply with safety and quality standards, ensuring a safer working environment for employees.

9. Noise reduction: The sectional overhead doors help reduce noise transmission, creating a quieter, more comfortable workspace.



MSMEs facilitate trade, reduce constraints in remote areas

By continuously innovating and adapting to strategies, investing in infrastructure and technology, and fostering strong partnerships, I have been able to overcome logistical hurdles and ensure seamless deliveries in challenging terrains of Eastern India, says **Prema Sharma, Eastern India, Amazon Trucking partner.**



CT Bureau

Tell us about your journey and your association with Amazon's Trucking Partner Programme?

My journey began in 2017. Despite my background in finance and marketing, transitioning into the logistics industry presented a challenge for me. However, I viewed this shift as an opportunity to contribute to a dynamic sector. With support from Amazon's Trucking

forward. With each hurdle, we emerged stronger, resilient, and built a solid reputation in the industry. We were able to streamline our operations and enhance our service offerings. From driver management and vehicle support to vendor coordination, we maintained high standards to meet the demands of our clients. Our integrated approach, with field supervisors, managers, and billing specialists working together, enables us to maintain high service standards.



Prema Sharma
Amazon Trucking partner
Eastern India

ing in infra, technology, and fostering partnerships, I was able to overcome hurdles and ensure seamless deliveries in Eastern India.

“SMEs play a vital role in addressing infra challenges and bridging the gap between urban and rural areas.”

What role do SMEs play in the logistics and e-commerce ecosystem, especially in Eastern India?

SMEs play a vital role in the logistics and e-commerce ecosystems, particularly in Eastern India. They contribute to the development of local economies by providing job opportunities and encouraging entrepreneurship.

The SMEs serve as key players in facilitating delivery. They reach remote areas where larger firms face logistical constraints. The SMEs play a role in addressing infra challenges and bridging the gap between urban and rural areas. Amazon's commitment to supporting trucking partners and their enterprises through innovative solutions such as Driver Monitoring System, Advanced Driver Assistance System and the Relay App have an impact on the logistics landscape in India. The SMEs contribute to economic growth, job generation, and overall development of the logistics sector, making them integral players in the logistics ecosystem. 🚚



Partner Programme, my enterprise, Simar Express Solutions, thrived as a trucking business, achieving growth and success. Also the programme facilitated personal and professional growth. I am hopeful of inspiring more women to join logistics and excel in the field.

Tell us about the genesis of your business operations at your firm?

As we navigated through the nascent stages of our business, we encountered many challenges. However, our commitment to excellence and pursuit for innovation propelled us

How do you plan to inspire more women in Eastern India to join logistics?

Firstly, I aim to recruit and support more female truck drivers by breaking gender barriers. I will provide job opportunities for women in my firm, ensuring equal access to jobs regardless of gender. I intend to leverage Amazon's education, training, and mentorship programmes to equip them with the skills and confidence to succeed in logistics and entrepreneurship. By offering mentorship and guidance, I hope to support them in navigating the challenges they might face.

I created a supportive environment so as to provide access to resources to assist women to thrive. This includes offering flexible work arrangements to accommodate family responsibilities. My ambition is to cultivate a culture of inclusivity and empowerment, paving the way for a brighter future for women in the field of logistics. Through these initiatives, I aim to break down barriers, foster confidence, and create opportunities for women to thrive in this dynamic industry.

Operating in Eastern India, what are the logistical and infra challenges you have faced?

One of the primary challenges is navigating through diverse landscapes—narrow roads, rugged terrain, and unpredictable weather conditions. To address this, I invested in robust vehicle maintenance protocols and equipped our fleet with specialised vehicles designed to handle such terrain. I developed comprehensive route optimisation strategies to minimise travel time and ensure timely deliveries. By adapting the strategies, invest-

Hydraulic dock levelers to increase efficiency, slash labour

Optimising efficiency, safety, and productivity at loading dock starts with choosing the right equipment. By assessing one's needs, exploring different options, prioritising safety, and considering long-term reliability, one can make informed decisions that align with your business goals, states **Gandhi Automations**.



CT Bureau

ASSESS YOUR BUSINESS NEEDS

Before diving into the options, it is crucial to assess your specific requirements. Consider the volume and frequency of your shipments, the types of goods you handle, the available space, and your operational workflow. A clear understanding of these factors will guide you in choosing the most suitable equipment that meets your operational goals and enhances efficiency.

DIFFERENT EQUIPMENT

Loading dock equipment includes a variety of products designed to facilitate efficient loading and unloading operations. All products from Gandhi Automations comply with EN norms and are CE certified, ensuring adherence to the highest safety standards. Key equipment types include dock

Efficiency is paramount at the loading dock. Opt for equipment that minimise labour and speed up operations

levelers, which ensure smooth transitions between dock and trailer. Gandhi Automations' dock levelers emphasise safety with features like automatic slide flaps and 12 + 2 mm checkered plates for anti-slip surfaces, surpassing the local standard of 10 + 1 mm, which falls short of EN safety norms. Other essential equipment types include dock shelters,



sectional overhead doors, vehicle restraints, and safety barriers. Each equipment serves a unique purpose, and evaluating the functionality and features of each is essential for determining, which are indispensable for your business.

OPERATIONAL EFFICIENCY

Efficiency is paramount at the loading dock. Opt for equipment that minimises manual labour and speeds up operations. Hydraulic dock levelers offer smooth and effortless operation, while automated dock doors and vehicle restraints reduce wait times and enhance safety by securing trailers during loading and unloading.

COMPATIBILITY AND INTEGRATION

Your chosen loading dock equipment must be compatible with your existing infrastructure and integrate seam-

lessly with other components of your supply chain system. Avoid compatibility issues that lead to inefficiencies and operational disruptions by working closely with your equipment provider for a smooth integration process.

SAFETY FEATURES


Safety should always be a top priority. Look for equipment with features such as anti-slip surfaces, automatic side-flaps, safety barriers, audible alarms, and visual indicators. High-quality equipment with built-in safety features can protect your employees, equipment, and cargo, enhancing overall workplace safety.

LONG-TERM RELIABILITY

Investing in loading dock equipment is a significant commitment. Ensure you choose products that offer long-term reliability and du-

rability. Opt for brands known for their quality. Gandhi Automations is renowned for its excellence and industry-leading products, ensuring your investment yields reliable performance with minimal maintenance requirements.

INFORMED INVESTMENT

Optimising efficiency, safety, and productivity at your loading dock starts with choosing the right equipment. By assessing your needs, exploring different options, prioritising safety, and considering long-term reliability, one can take decisions aligning with business goals. Partner with Gandhi Automations for industry-leading loading bay equipment tailored to your specific needs, backed by exceptional service and support. Invest in the right loading dock equipment today and elevate your supply chain performance to new heights. 

How to bridge skill gap in logistics?

Logistics ensures smooth flow of goods and services from origin to consumption. It encompasses transportation, warehousing, inventory management, and order fulfilment, integral for success of any business. As global economy is becoming interlinked, importance of efficient logistics cannot be overstated.

Despite its critical importance, the logistics industry faces several challenges that hinder its efficiency. Key issues include:

❖ **Technology adoption:** Many logistics companies are slow to adopt technologies such as Artificial Intelligence, Internet of Things, and Blockchain, which can enhance efficiency and transparency.

❖ **Skilled workforce:** There is a shortage of skilled professionals who are trained in modern logistics practices and technologies.

❖ **Sustainability:** Though environmental concerns are important, yet logistics ops are not optimised for sustainability.

“Youth must be educated about the diverse career opportunities in logistics and its role in the economy.”

To address these challenges, it is crucial to attract young talent to the industry. Here is how:

❖ **Awareness campaigns:** Educate youth about the diverse career opportunities in logistics and its importance to the global economy.

❖ **Modern work environment:** Create a work environment that incorporates technologies and flexible work arrangements to appeal to tech-savvy millennials and Gen Z.



❖ **Career development:** Offer clear career progression paths and learning opportunities to keep young professionals engaged and motivated.

SKILLING IN LOGISTICS:

❖ **Efficiency:** Skilled professionals can optimise logistics processes, leading to cost savings and faster delivery times.

❖ **Technology utilisation:** Training ensures that employees can effectively use advanced technologies to improve operations.

❖ **Sustainability:** Training can help implement sustainable practices, reducing the environmental impact of logistics operations.

LOGISTICS: AN EVERGREEN INDUSTRY

Logistics is an evergreen industry that will always require human intervention, despite advances in automation and AI. Skills such as problem-solving, decision-making, and customer service are irreplaceable. The logistics industry needs an influx of skilled professionals to adapt to changing market demands and modern technology.

INDUSTRY-ACADEMIA COLLABORATION

To bridge the skills gap, the logistics industry should forge strong relations with educational institutions. This can include:

❖ **Curriculum development:** Collaborate with colleges to develop curricula that meet industry standards and requirements.

❖ **Internships and apprenticeships:** Offer hands-on training opportunities to students, providing real-world experience and enhancing their employability.

❖ **Guest lectures and workshops:** Experts can share their knowledge and insights with students, keeping them abreast of the latest trends and technologies.

FUTURE OF LOGISTICS IN INDIA

The logistics sector is poised for growth, driven by factors such as e-commerce, government initiatives such as the National Logistics Policy, and infrastructure improvement. Young blood plays a crucial role in this growth by bringing fresh perspectives and innovative solutions to the industry.

REDUCING LOGISTICS COSTS

India's logistics costs are high compared to other countries. To remain competitive, it is essential to:

❖ **Infrastructure:** Invest in roads, ports, and rail networks to enhance efficiency.

❖ **Adopt technology:** Implement advanced technologies to streamline operations and reduce wastage.

❖ **Skilled workforce:** Develop a workforce trained in best practices and modern technologies to optimise logistics processes.

BRIDGE BETWEEN INDUSTRY, ACADEMIA

The gap between logistics and educational institutions be bridged by crafting special training programmes, setting up centres of excellence in colleges, and ensuring students are equipped with the skills and knowledge required by the industry. Our initiatives help create a pipeline of skilled professionals ready to drive the logistics and various sector forward.



Apeksha Gupta
Head, Skilling, VCJ Foundation & Trust

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

Movements

AERA India



Sudhir Gangadhar Kumar has been appointed as Chairperson, Airports Economic Regulatory Authority. He was appointed by The Appointments Committee of the Cabinet, under the Ministry of Personnel, Public Grievances.

COGOS India



Katta Prasad takes over as the Co-founder of COGOS. He joined COGOS last year on its Board and as COO. He played a role in aligning COGOS with the mission of GAPZERO and driving profitability across key business verticals.

TVS ILP India



Manikandan Ramachandran joins as the new CEO of TVS Industrial and Logistics Parks (TVS ILP). Previously, he served as the TVS ILP COO since 2019. As per his LinkedIn account, Ramachandran has a history in warehousing industry.

VIRGIN ATLANTIC CARGO United Kingdom



Nick Diesel will join as the new MD of Virgin Atlantic Cargo, effective August 4, 2024. With a background in strategy and operations consultancy at Deloitte, Diesel has worked across high profile projects at Virgin Atlantic.

HELLMANN WORLDWIDE LOGISTICS USA



Jens Drewes will join as the CEO of The Supervisory Board, Hellmann Worldwide Logistics SE & Co. KG, w.e.f. August. He will succeed Reiner Heiken, who will retire next year and has expanded Hellman's market position in recent years.

DNATA Singapore



Neo Su Yin took over as the Managing Director, dnata in Singapore to oversee its handling and cargo operations at Changi Airport. Earlier, she was chief executive, Singapore Post Limited, a postal and e-commerce logistics provider in APAC.

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