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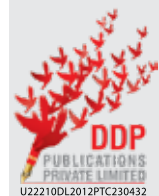
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Innovating the air: women redefine tech frontiers

Technology serves as backbone of the air cargo industry. Beyond automating processes such as booking and shipment tracking, technology has played a role in enhancing the supply chain's agility and resilience. It has contributed to reducing dwell time, meeting sustainability targets, and eliminating unnecessary costs. Celebrating International Women's Day this month, global women leaders discuss how tech integration can do wonders in air cargo and logistics business with continuous investments and advancements.







Ritika Arora Bhola

Technology has revolutionized the air cargo supply chain by enhancing efficiency, reducing costs, improving visibility, and providing better customer experiences. The integration of cutting-edge technologies such as AI, ML, IoT, and 3D printing have transformed various aspects of the sector. Real-time monitoring, precise route planning, and demand prediction enabled by these technologies have optimized last-mile delivery (LMD), resulting in faster, accurate, and reliable shipping solutions.

Technology has brought about advancements in cargo insurance too, enhancing efficiency, accuracy, data analysis capabilities, and overall customer experience. These revolutionary changes have made the insurance processes seamless and beneficial for businesses. The digital revolution, accelerated by COVID, has streamlined operations, allowing logistics companies to leverage data as a primary resource. Initiatives such as the ULIP platform, devel-

oped under the NLP, aims to integrate systems and APIs thereby fostering global cooperative networks. Infrastructure upgrades, regulatory enhancements, and strategic partnerships have played pivotal roles in enhancing competitiveness and fostering

Digital revolution has streamlined operations, allowing logistics companies to leverage data as a primary resource

growth in India's thriving air cargo industry. Overall, technology stands as the driving force behind the ease and efficiency witnessed in the air cargo business in recent years.

Today, according to IATA, airlines and air cargo planes transport 65.6 million cargo tonnes of goods a year, representing 35 per cent of global trade by value but less than 1 per cent of world trade by

volume. That is equivalent to US\$6.8 trillion worth of goods annually or products worth US\$18.6 billion daily. Cargo handling is part of the supply chain, which processes products landside in an air cargo facility. From the delivery of materials at the airport of origin until it is ready for loading on an airplane, unloading at the destination and handing them over to the freight forwarder, many steps are involved with cargo handling, which must be closely followed to ensure shipments are delivered safely and securely. Here technology also plays a crucial role.

Global air cargo and logistics sectors have witnessed participation of more women in the past few years, who are not only utilizing advanced technologies to enhance cost efficiency and productivity, but also adding value to the overall business propositions.

CARGO speaks to women leaders on how technology can drive success and growth and mitigate risks ensuring seamless multimodal cargo movement.





Intensifying tech to enhance operational efficiency

“We feel gender diversity is important for a business to run successfully. We have women at top positions taking the business ahead with our offerings such as Digital Prepaid Cards, which has altered transformed booking management by providing real-time payment visibility and secure OTP-based recharges. Our portal ensures seamless navigation and same-day shipping. We have leveraged AR & VR tech to enhance user engagement through our 5S training programme. Our tie-up with India Post has led to introducing automated digital parcel lockers, simplifying shipment retrieval without necessitating physical receipts. We are also intensifying our tech pursuits with generative AI to enhance operational efficiency, provide revenue insights, and optimize network enhancement.”



Sonia Nair
National Head,
Customer Service
Blue Dart Express

AI-driven logistics planning revolutionise operations

“Today, women in logistics are breaking barriers for successful business operations. In recent years, technological advancements have revolutionised the Air Cargo industry, elevating efficiency to unprecedented heights. Real-time tracking systems, automated warehousing, and AI-driven logistics planning have revolutionised operations, expediting cargo handling while enhancing accuracy and predictive modeling. These innovations facilitate coordination among stakeholders, fostering reliability and efficiency. Communication systems bolster seamless integration, paving the way for customer service and delivery. Leveraging digital applications and advanced software, our operations are integrated, with AI applications amplifying biz intelligence for exponential growth and industry-wide optimisation.”



Jalpa H Vithalani
Director, Global Aviation
Services, JTB Jupiter
Express Services
The Global Group

Women breaking barriers & excelling in leadership roles

“Women play crucial roles in the industry, from operations and management to technology development and innovation. Women in the logistics industry have made a mark by breaking barriers and excel in leadership roles. They contribute diverse perspectives, communication skills, and enhancing collaboration and innovation. Introduction of ACS marks tech advancement, as it brings all supply chain stakeholders under one roof. This facilitates exchange of information, resulting in improved cargo visibility and throughput. We have been pioneers in introducing Blockchain, AI, IoT, ML, and Big Data to our ACS. We have integrated these techs to enhance sustainability throughout the supply chain and simplified compliance with global mandates by eliminating 90 per cent paperwork.”



Rajni Patwardhan
Head of Marketing
Kale Logistics Solutions

Cloud-based software augments agility, efficiency

“Hans Infomatic’s breakthrough software WiseGSA has been a game-changer, which is a cloud-based software solution for aviation cargo GSAs with interactive interface that reduces manual intervention and increases operational efficiency. We are proud to offer a customised CRM software and Visitor Management System. Recently, we developed CCS, a cutting-edge digital platform serving as a single window solution for the cargo community. This platform facilitates seamless movement of products and info between all stakeholders. We designed WiseCargo, a 360-degree turnkey solution to facilitate integrated cargo ops. Our WiseDox software was helpful in saving two lakh papers daily thanks to our dedication to environmental sustainability. All our software is available in mobile versions.”



Padma Handa
Director
Hans Infomatic

Respond to challenges of adopting cutting-edge tech

“Several technological advancements have streamlined the operations and enhanced efficiency. However, it is quite important here to acknowledge that the adoption of new cutting-edge technologies has also posed several challenges, particularly in terms of staff training and adjustment to the changing tech landscape. As a General Sales Agent (GSA), it is quite important that our technological advancements work seamlessly with that of the airline partners. Airlines Services International (ASI) has also implemented Awery’s cargo management system and supplementary products. This cargo management system has improved the overall operational efficiency, enhanced visibility and tracking, optimized resource utilisation, and ensured adaptability and scalability.”



Michele Lawrence
Director, Marketing,
Airline Services
International

Cargo insurance to make delivery safe, sustainable

“Technology has brought about significant advancements in cargo insurance, enhancing efficiency, accuracy, data analysis capabilities, and overall customer experience. These changes have made the insurance processes seamless and beneficial for businesses. Digital insurance platforms, such as Breeze, play a vital role in streamlining and enhancing the efficiency of air cargo operations by optimising quote generation, policy binding, and claims processing. This significantly reduces time and effort needed to supply accurate cargo protection, countering the inefficiencies of traditional insurance options. Digital cargo insurance platforms enhance customer experiences making it easier to purchase and provide cargo insurance for shippers, helping to facilitate transformation of the industry into one more safer and sustainable.”



Patrizia Kern
Chief Insurance Officer
Breeze

AI & innovative ideas to take air cargo industry forward

“It has been an amazing time for tech advancement in the past few years. The success of air cargo industry requires the various supply chain partners to share information in a transparent fashion. New tools, leveraging innovative ideas and Artificial Intelligence have resulted in significant leaps forward in rate and capacity distribution, border management compliance, disruption management, and customer interfaces. TIACA is a member-driven organisation whose objective is to support the air cargo industry and one of our vital services is that we provide member to member connectivity. So, we launched a digital member platform enabling the association to share information, connect with new partners, and expand upon existing relationships. This platform also enables our members to connect with each other during events.”



Rachael Negron
Head, Operations, Events
and Outreach, TIACA

We encourage use of technology amongst members

“CargoIQ’s methodologies deliver an innovative system of shipment planning and performance monitored air cargo based on common business processes and milestones. New technologies allow our members to fulfil those requirements better and more efficiently every time. At Cargo iQ, we encourage use of new technologies amongst our members. An example is the Care Protocols project. To plan, share, and measure the care activities performed on a particular cargo shipment. Care Protocols use linked data, a communication protocol, which is more sophisticated than traditional messaging, provides visibility and transparency. With a more diverse workforce, we ensure to generate fresh ideas and points of view. So a conscious effort is being made to attract more women into workforce of logistics industry.”



Laura Rodríguez
Manager,
Implementation &
Quality Assurance,
Cargo iQ

Impact of women in logistics is still limited

“Within the logistics industry, the mark of women is more than stifled by the silent presence of systemic barriers, minimising their potential aspirations. Although some of the companies welcome female leadership with open arms, the impact of women professionals on the whole in the logistics sector remains quite constrained by limited opportunities and prevailing stereotypes. The logistics industry is built on the concept of manpower and manual labour and has shifted to a more cerebral approach in the logistics operations. The logistics industry remains the backbone of a patriarchal ethos. Even though most women make significant contributions, realising their potential requires dismantling gender barriers, fostering inclusivity, and creating space enough for a logistics landscape where every talent could flourish.”



Svetlana Chatterjee
Director, S Cube Trans
Continental Group

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Tech speeds up loading & unloading, reduces TAT

“ Technology has revolutionized cargo operations, facilitating efficiency and cost-effectiveness. Advanced tracking systems provide real-time visibility, optimising logistics management. Automation in handling processes speeds up loading and unloading, slashing TAT. Leveraging data analytics enables precise route planning, curbing fuel consumption and expenses. AI-driven predictive maintenance ensures fleet reliability and safety, minimising downtime. These innovations enhance efficiency, transparency, and profitability in cargo ops. Embracing technology streamlines processes and fosters a sustainable and competitive industry, meeting evolving market demands effectively. Our company stands at the forefront of tech advancements in the logistics sector. Our focus lies in enhancing transparency and accountability throughout the supply chain.”



Swapna Parmar
Regional Director
Fast Logistics

Data analytics and route planning for smoother ops

“ Advanced tracking systems offer real-time visibility to shipments, optimise route planning and minimise delays. Automation and data analytics tools facilitate smoother operations, from booking to delivery. Predictive analytics and other technologies help forecast demand and optimise inventory management, enabling resource allocation, and cost savings. We are active in implementing technology in our business. We have introduced advanced data analytics platforms, end-to-end transparency, forecasting, and offer automation solutions via Electronic Data Interchange (EDI). These innovations have resulted in cost-effective deliveries. Stress on cloud-based solutions has facilitated seamless communication and collaboration across the supply chain. Our commitment is for Research and Development (R&D) so that we remain at the forefront of technology innovation.”



Nomita Kothari
CEO
New Globe Logistik

Leveraging real-time data to gain global cargo trends

“ Technological advancements have significantly streamlined the air cargo operations in recent years, enhancing operational efficiency and reliability. We at Allied Aviation also leverage real-time data from reliable sources. This allows us to gain instant insights into international air freight trends and market dynamics, enabling us to promptly identify the gaps, support our partner airlines, and enhance overall performance. Furthermore, one of our subsidiaries, Speedbox, provides white-label digital solutions to the logistics companies internationally. This platform pioneers a range of tools and features, empowering the logistics companies to digitise, optimise operations, and expand their market presence, and showcase our commitment to technological progress in the air cargo and logistics industry.”



Kritika Seth
Head Business
Development and
Marketing
Allied Aviation





Our focus is on seamlessly integrating new tech systems

“While we have a long way to go, technological advancements have revolutionised the air cargo sector. A major improvement has been the fostering of seamless connections among industry stakeholders such as customs, freight forwarders, and airlines.



Reshma Zaheer
CEO
TT Global

Additionally, technology-driven distribution channels have improved market penetration and the commercial decision-making processes. At TTL, substantial investments in cutting-edge technologies such as RPA, AI, OCR, among others are pivotal components of our solutions. By integrating sales, operations, and finance activities, we ensure real-time visibility for stakeholders. At present, our focus lies in seamlessly integrating these systems with CRM platforms to elevate the customer experience even further.”



Tech to optimise efficiency and reduce logistics costs

“However ironical it may sound, but ‘Hardwork’ is now obsolete & is replaced by ‘Smartwork’. There is a calling from the blue skies above filled with clouds of abundant opportunities, ready to burst & shower our cargo fields with tech tools, to reap the harvest of an



Sakshi Gupta
Country Manager, India
Air Logistics Group

intelligent future. Ever since Covid- IoT, came forth as the beacon of hope not only to connect freight but people and their dreams. Tech brings with it ‘A Sky of Change’- lightening and automating the air cargo ecosystem with sparkling stars of transparency and efficiency thus enhancing agility, making work more simplified and error free, optimising operations and reducing costs. It is imperative for each entity, to incorporate cutting edge technology in order to be in tandem with global practices, global competition and fulfilling customer demands.”



Women in logistics breaking barriers, an emerging potential

Women leaders showing the value of diverse perspectives and are breaking barriers in an industry demanding agility and innovation. Their influence is vital for continued success of logistics sector. While gender parity and inclusion have played a major role in bringing women to mainstream in sector, still a lot needs to be done.



Ritika Arora Bhola

The logistics industry has witnessed a transformation in recent years. One of the most vital changes has been the increasing importance of women in varied roles within the field. Women have made major contributions to logistics, leading to valuable perspectives for shaping successful teams in the industry.

According to Gartner's 2021 'Women in Supply Chains' survey, women now

comprise an average of 41 per cent of the supply chain workforce. This represents a growing acknowledgment of the critical role women play in the logistics industry. Even more promising is the fact 73 per cent of the supply chain organisations surveyed have set goals related to diversity, equity, and inclusion, highlighting the industry's commitment to attracting, developing, retaining, and advancing women.

Of late, women leaders are breaking barriers and demon-

Of late, women leaders are breaking barriers and showing the value of diverse perspectives in an industry that demands agility


strating the value of diverse perspectives in an industry that demands agility and innovation. Their influence is significant for continued suc-

cess of the sector. Embracing diversity and gender balance is not just a trend, it is a must for the logistics industry to thrive in an a changing world.

In logistics, women are mostly found in office jobs such as in controlling, purchasing or human resources departments. But thanks to its growth and integration of high-quality logistics services into the value chain of industry and trade, the logistics sector offers men and women a wide range of career opportunities.

While the initiatives such as gender parity and inclusion have played a major role in bringing women in the mainstream in the logistics sector, there is a lot that still needs to be done to get the right talent into the sector. While making provisions for inclusion is one way by which we can bring more women into the mainstream, there is also the need for organisations and educational institutions to train women to take up complex roles in this sector.

Once we build that confidence among women to take up all types of roles in the logistics ecosystem, we will see many proactively becoming a part of this sector. It is time we realise we need to look beyond gender and have an efficient workforce.

 takes you through the success journeys of leading women, who have made it big in logistics and air cargo industry.



A forklift operator in GHAC, she stands as a testament to her sheer determination

“Sriramoju Radhika, who has passed Class 10, rose by breaking stereotypes and pursued her dreams, and she does not let societal expectations confine her aspirations. Born in Venkatapur of Warangal district, her journey began when she heard about vocational training programmes offered by GMR Varalakshmi Foundation. Radhika, who resides in Gollapally, Shamshabad, was initially drawn to the idea of enrolling in tailoring courses.

But a visit to the foundation is all it took for her to change her mind. She loved to learn to drive but never got an opportunity to do so. Motivated by the foundation's counsellor, she underwent a three-month training course being offered free of cost to the unemployed. Radhika got it when she took up the job of a Junior Excavator Operator. She was miffed when others around her doubted her ability to handle heavy machinery. Radhika's perseverance shone through during the training. With each passing day, she



Sriramoju Radhika, Forklifter, GMR Hyderabad International Airport

mastered the skills needed to operate an excavator. After completing the course, she secured a job as a Forklift Operator at GMR Hyderabad Air Cargo where her

day involved doing physical work and precision in handling various types of cargo.

To hone her skills, Radhika underwent a 10-day rigorous simulator training at the Volvo Training Center in Bengaluru and emerged as a competent operator and a beacon of inspiration for other women. Her success story challenges societal norms and exemplifies the impact of empowering women in non-traditional fields. Her journey from considering tailoring to becoming a skilled excavator and forklift operator stands as a testament to her sheer determination.

As Radhika dons the Forklift Operator's cap at GMR Hyderabad Air Cargo and operates heavy machinery, she has become an example for others of how to pursue their dreams, regardless of societal pressures. Her story is not about operating excavators and forklifts, but about women breaking free and soaring to new heights.

Addressing gender diversity within particular timeframe

“ Since its inception on International Women’s Day in 2021 and an established not-for-profit association, WAL drives towards gender equality. WAL’s objectives include promoting the value of gender balance at the workplace defining an industry action plan to address gender diversity, supporting transition by identifying targets and timeframes and delivering solutions for gender-focused goals. After driving a series of projects, including a mentorship scheme and creating a database of women speakers, WAL’s structure has been formalised to ensure it can continue to grow and has a good future ahead. The association is open for formal membership from corporations and individuals. It is seeking sponsorship to fund its next mentorship scheme, developing WAL database, and to be able to continue to provide benchmarking and statistics about gender balance in the industry.”



Celine Hourcade
President, Women in
Aviation & Logistics
(WAL)



Efficiency improvement an important parameter

“ Highlighting significant factors over the years has become an integral part of the growth process of Kale. Cybersecurity is an important aspect that must be addressed forthwith. That apart, infusing sustainable operations is important too. In addition, efficiency improvement is being looked at as an important parameter. If a logistics Information Technology solutions provider can address any of these areas, then they would survive well. To survive in this highly-competitive industry, empathy is important. Empathy is a core value, and the firm is built upon that. With a looming recession, there is a tough time and a slowdown looming in the overall market conditions. However, we learned and are continuously learning to evolve with our survival tactics. If the companies empathise and understand their customers pain points, then they can achieve 100 per cent results.”



Donna Mullins
Vice President
Kale Info Solutions



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Global trade to improve if gaps in infra are mitigated

“The more agile our supply chains are, the better equipped we would be to face any sort of disruptions. This can be achieved through automation and digitization. With tech, there will be something new to adopt and leverage for the sector to be at par with other industries. Many green initiatives have been taken up or are in the pipeline for reducing emissions. NLP and Gati Shakti are poised to impact the logistics sector; they focus on infra development and bridge the existing gaps in the ecosystem. Logistics is fragmented in nature and through these initiatives, it is certain we would witness improvements in efficiency and efficacy. If the existing logistical challenges are mitigated, domestic and global trade will improve. Jeena has ventured into multimodal logistics and we see potential in coastal shipping if the infrastructural developments occur as planned.”



Ayesha Katgara
Head, Corporate Strategy
Jeena & Company

Women bring improvement in logistics industry

“I have been in the freight forwarding for the past 25 years and I love the industry as much now as when I first joined. The industry is a dynamic, exciting business to be in. It gives plenty of opportunities for any ambitious person who is happy to get stuck in. But we do not do enough as a logistics industry to tell the world and focus on attracting young talent. It does not come as a surprise that it has taken so long to start seeing improvement on the gender balance front. Times have changed for the better now, and though we are a welcoming industry, it is a slow change. We need to see more women in management roles in the industry, and we need to celebrate those who are succeeding in all parts of the supply chain. A word of advice, however, for the younger generation embarking into the industry, I would say not to worry about being in a minority, but involve yourself, work hard, and enjoy it, and you will go far.”



Emma Rowlands
Strategic Sales Director,
Kerry Logistics UK

Their inclusion enhancing industry's performance

“Women are stepping into leadership roles in the logistics industry, bringing diverse perspectives and management styles. The increasing involvement of women in logistics is not only enhancing the industry's performance, but also driving it towards an inclusive and sustainable future. Their diverse perspectives and innovative approaches are must for addressing the challenges of modern supply chains. At Etihad Cargo, 40 per cent of our employees are female. The executive leadership team at Etihad Airways is committed to build a diverse, inclusive, and equal organisation. This is evident at every level of the business and programmes launched to support this. For example, on 8 March 2020, Etihad Airways joined IATA's '25 by 2025' pledge to increasing its female workforce by 25 per cent. We were the first airline in the UAE to do so and provide dedicated support, and tailored opportunities to women to achieve our goal.”



Jacqueline Han Lin Ni
Area Manager
Etihad Cargo



ACS single window approach to drive profitability

Airport congestion and operational inefficiencies resulting in high cargo dwell time, paper wastage and increasing labour costs can be alleviated through the implementation of a common digital platform, says **Amar More, CEO, Kale Logistics Solutions**. Linking cargo stakeholders through a central platform is a digital game-changer, he adds.



Amar More
CEO
Kale Logistics Solutions

Air Cargo Community Systems (ACS) are driving profitability and sustainability and accelerating digital take up in the industry by supporting stakeholders from across the supply chain to work together, **Amar More, CEO, Kale Logistics Solutions**, said. Airport congestion and operational inefficiencies result in high cargo dwell time, tonnes of paper wastage and rise in labour costs, can be alleviated through implementation of a common digital platform, he said. “The ACS acts as an

‘air cargo single window’ that facilitates EoDB and global trade by eliminating duplication of data entry, reducing paperwork, tackling airport congestion issues, and bringing visibility to all stakeholders,” he said, during a panel

Kale works with 100 air cargo stations to help various airports transform into digitally connected logistics hubs

discussion about how digitalisation is becoming inevitable for cargo operations.

“Delivering end-to-end collaboration through a single platform is imperative to ensure our industry embraces digitalisation, as it is essential to facilitate better coordination, resource optimization, and rapid information exchange between all parties in-

involved,” More said. Kale works with 100 air cargo stations to help airports transform into digitally connected logistics hubs and in May, “we will unveil the CLEAR VIEW Air Cargo event, where the agenda will focus on best practices for digitalising the supply chain,” More said. “The true benefits of digitalisation emerge only when an entire ecosystem embraces it—partial adoption falls short,” he said.

“Operational efficiency driven by faster processing and the ability to provide real-

time visibility and accurate tracking are all perks now expected by customers, making adopting digital solutions a necessity to compete in our industry,” he said.

Kale’s invitation-only CLEAR VIEW event, to be held between 17-18 May 2024 in Istanbul, will bring thought-leaders together to discuss best practices setting out a roadmap for sustainable air cargo practices, cargo handling infra, and assessing how ready the industry is to embrace digitalisation.



BLR Airport ferries 29 mn rose stems in February

It witnesses growth in global and domestic rose shipments of rose stems bound global cities reflecting 14% rise from last year, while 20 million stems were shipped domestically, indicating 148% increase. The top global destinations are Kuala Lumpur, Singapore, Kuwait, Manila, and Sharjah.



CT Bureau

The BLR Airport shipped 29 million rose stems, weighing 1,222,860 kg, during the Valentine's season this year. This represents a remarkable 108 per cent increase in tonnage processed compared to the same period last year. The airport has solidified its reputation as the No.1 for perishables in India, surpassing last year's shipment of 15.4 million stems.

The airport witnessed growth in international and domestic rose shipments, with 9 million stems bound for cities abroad, indicating a rise of 14 per cent, while 20 million were shipped across India, reflecting growth of 148 per cent. The top destinations include from Bengaluru are Kuala Lumpur, Singapore, Kuwait, Manila, and Sharjah and Delhi, Kolkata, Mumbai, Guwahati, and Jaipur.

Maintaining quality, temperature control, and ensur-



Monitoring dedicated cold chain centres guarantees an unbroken cold chain, translating into faster handling & enhanced security

ing faster TATs are critical for perishables such as roses.

The BLR Airport has invested in real-time tracking to empower stakeholders to address temperature excursions and ensure the integrity of sensitive products. Advanced monitoring at dedicated cold chain centres guarantees an unbroken cold chain, translating into faster handling, enhanced security, and sustainable practices.

Looking ahead, the BLR Airport with its partner WFS

Bengaluru Pvt. Ltd. is committed to expanding its cold chain capacity to 80,000 MT per annum and investing in the export of perishables. Our partnerships with its two partners, WFS and Menzies Aviation, for operating BLR Airport's cargo terminals for 15 years is likely to enhance cargo handling efficiencies, solidifying the airport's position as one of the leading players in the ever-evolving air cargo landscape. 🌹



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Empowering recognition & elevating women leaders

Chaitaly Mehta, Head, FFFAI Women's Wing and Director, EKF Global Logistics in a candid chat with **CARGOTALK** shares women participation in this field has increased in the past few years. She shares the association's plans for work trips across India and internationally.



CT Bureau

Tell us about the initiatives taken by the FFFAI women's wing in the last few years to boost the trade?

FFFAI Women's Wing has since the inception in the last term of 2021-2023 under the leadership of Immediate Past Chairman Shankar Shinde and now under our new Chairman Dushyant Mulani, we have done some fantastic work. From educational working field trips to webinars to trainings to participation in events organised by World Bank and other institutions/ organisations, the ladies have travelled the length and breadth of the country along with empowering themselves. We have grown in the past two years and continue adding on new members



Chaitaly Mehta
Head- FFFAI Women's Wing and
Director EKF Global Logistics

almost every month. The value from the field trips has been immeasurable for ladies who have been empowered with knowledge and practical experience, which is helping them in their own work. The checklist I had created at the beginning of the inception is almost done. With these visits, the members have been motivated to take on business in these regions which they had not

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done before. Having the World Bank as part of the some of the initiatives have been good too. By word of mouth of our existing women members along with the FFFAI general members, ladies are finding merit in joining us. Not only members but even members of other trade associations and some of the government organisations/bodies have joined us in our visits and come back enriched, an example is of our now famous Bombay Port Visit (BPT).

As the Head of the women's wing, how do you strategise to take the association forward?

There are several plans in the pipeline but unless they do not come to a fruition, it would not be prudent to disclose them. But what I can say for now is that in 2024, we will have an international trip and now next month, we will have our International Women's Day Celebration with a very special guest, fingers crossed. 2024 will be a rocking year for FFFAI Women's Wing and I am excited for the same.

Do you feel women are being treated equally in this industry today?

Yes, cannot deny there have been men and there still are



with what transpired with me last week that show not all men can accept women with power and authority. Having said that for a few people the industry cannot get a bad name. However, people in charge of infrastructure across stakeholders have not gotten the memo because we still lack infrastructure, which is women friendly. Meeting women across the world across diverse industries all have their own stories and journeys with one thing common—there has been resistance, women have proven why they have a right to be part of the industry and change has happened.

We have some phenomenal women leaders in our industry who deserve their own Wikipedia pages with beginners and newcomers being taught of them. I also think everyone should stop thinking of the Logistics Industry on basis of gender and consider this industry gender neutral. It is proven beyond doubt that the Logistics Maritime and Transport industry need both

men and women. The industry cannot function with just one anymore in current times.

What are the key objectives of the women's wing?

FFFAI Women's Wing was created with the objective to close the gap between the women and work issues / difficulties that they could be facing in running their companies or teams where they might have difficulties in getting guidance, solutions and practical know how.

The idea was in Logistics especially the Customs Brokers and Freight Forwarding side one key issue has always been Operations for Women. I have gone through that my-

self, so the endeavour was to give all the practical working knowledge, first-hand experience and arm them with the requisite knowledge and practical experience more importantly the access which

We have some phenomenal women leaders in our industry who deserve their own Wikipedia pages

many do not get or have. I have been blessed and privileged to have access to everyone and everything and I wanted that our women fraternity should have the same. Never again should a woman be ridiculed for her lack of operational knowledge and experience.

What are the crucial pain points?

1. Airport infrastructure and inadequate facilities
2. Labor management
3. Capacity issues
4. Compliances and regulatory requirements and their complexities
5. Growing competition from other modes of transportation
6. EDI and ICEGATE issues with frequent breakdowns
7. Downward markets with collapsing demands, reduced margins and rising competition for every stakeholder.
8. Geopolitical issues
9. Route planning problems
10. Recession that plagued the industry in 2023. 🇮🇳





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Focus on promoting women, gender equality

Capacity, infra constraints and policies related to regulatory compliance must be addressed, says **Sharmila H. Amin, MD, South Asia, India, Bertling Logistics India, and Convenor, Women's Wing, The AMTOI**. The need of the hour is for industrial collaboration, tech investments, planning, and sustainability, she adds.



Ritika Arora Bhola

Enlarge on the initiatives the AMTOI's women's wing is taking to promote women in logistics?

The women's wing in AMTOI aims to promote gender diversity and networking opportunities. It offers mentorship programmes, and organises events or workshops tailored to address the challenges faced by women in our industry. They focus on empowering women in leadership roles, providing skill development programmes, and fostering a supportive community within the sector.



What are the crucial pain points today?

Several pain points affecting air cargo stakeholders today are as follows:

Capacity constraints: the industry faces challenges related to limited cargo capacity due to reduced passenger flights during COVID and imbalance of supply and demand on certain routes.

Operational efficiency: ensuring smooth operations amidst increasing air cargo volumes requires efficient handling infrastruc-

ture as well as technology integration.

Regulatory compliance: compliance with evolving safety, security, and customs regulations adds complexity and cost to operations, especially across global borders.

Infra constraints: airports and cargo facilities may face limitations in infra, including storage, handling, and transportation facilities, leading to congestion and delays.

Sustainability: carbon emissions and sustainability are becoming vital for stakeholders, necessitating investments in eco-friendly technologies and practices.

Digitalisation and technology adoption: stakeholders grapple with legacy systems and manual processes, hindering the adoption of digital technologies for end-to-end visibility, tracking, and efficiency improvements.

Supply chain disruptions: natural disasters, geopolitical tensions, or global health crises such as COVID can lead to supply chain interruptions and affect the cargo flow.

As the head of the women's wing, how do you plan to take it forward?

My focus would be on advancing the AMTOI's goals and objectives, while promoting gender diversity and empowerment within the multimodal transport industry. To plan the association's forward progress, I would consider the following steps:

Status assessment: conduct a comprehensive assessment of the status of women's representation, participation, and challenges within the in-



Sharmila H. Amin
MD, South Asia, India, Bertling Logistics India, and Convenor, Women's wing, The AMTOI

dustry. This would involve gathering data, soliciting feedback from members, and identifying areas for improvement.

Planning: to develop a plan outlining the priorities, initiatives, and goals among others of the women's wing over the coming years. This plan should align with the broader objectives of AMTOI and address the specific needs and concerns of women in the cargo industry.

Raise awareness: engaging with members, stakeholders, and partners to raise awareness of the women's wing and its objectives. This could involve organising events, webinars, and networking opportunities to foster connections and collaboration within the community.

Skill development: implement programmes to enhance skills, capabilities, and leadership potential of women in the industry. This will include training workshops, mentorship programmes, and professional development opportunities tailored to the needs of women professionals.

In the coming months, my plan for the AMTOI women's

My focus would be on advancing the AMTOI's goals and objectives, while promoting gender diversity and empowerment

wing will include many works as follows:

1. Launching a series of professional development workshops and training tailored to women's needs in multimodal transport industry.
2. Organising networking events and webinars to facilitate connections and collaboration among women.
3. Advocating policies and initiatives to encourage gender diversity and involvement within the industry, including opportunities for career advancement.
4. Gathering feedback from members and stakeholders to ensure our initiatives are responsive to their needs.

Do you feel women are being treated equally in the industry now?

Progress has been made in recent years for gender equality in industries. But challenges still exist. In the male-dominated multimodal transport industry, there has been a push for participation of women. Initiatives such as mentorship programmes, networking opportunities, and advocacy for diversity and inclusion have been established to support women's advancement in the sector. 🌟

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Unorganised infra, low visibility hinder growth

Visibility between ministries and departments will help. Make in India initiative is going to boost our India's manufacturing sector and we need to create supply chain channels for growth. We must create channels through which growth in supply will go through, says **Kruti Jobanputra, Director, JW Ventures**.



Ritika Arora Bhola

Tell us about the on-going projects and investments in tech and infra?

We have expanded our operations to New Delhi and Bengaluru to create state of the art facilities in warehousing. In the two cities, we have a total of 33,700 pallet positions, which are separate and dedicated towards storage of food and pharma. We have invested in upgrading our technology by incorporating a tailor-made ERP system by modifying our

processes and operations. We have also upgraded our WMS to a web-based application to ensure live updates and reduce the amount of paper used throughout the trade.

Can the infra at your warehouses and MMLPs handle cold chain products?

Starting with our cold chain activities, we have multiple warehouses equipped with temperature-controlled chambers, 25° to -25°C, and humidity control between 40-60 per cent. We have incorporated value added services such as



Kruti Jobanputra
Director
JW Ventures

fresh produce processing, repacking, relabelling to ensure we become a one-stop for all services required by our cli-

ents. Our CFSs' JWR and JWC are located on the NH and host a combined warehouse space of over 21 lakh square feet.

These facilities are C-PAT, AEO and IMS-certified to ensure that the processes we follow are in tune with international and domestic quality standards. We have opted to utilize domestic-owned containers and turn them into a flexi warehousing system allowing us to capitalise on the space that we have. For our clients in the automobile industry, we have constructed a dedicated warehouse and garage for them.

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Do you lay emphasis on enhancing safety and security of cargo at your facilities?

Yes, we do that. Our clients trust us enough to ensure their cargo is stored, handled and transport safely and securely. On our part, we ensure entry into any of our premises is only through prior appointment. Notice before entry must be given to the security department. We track everyone who enters and exits the facility. Every vehicle, which goes in and out of the facilities, is checked and logged into a register. We have 24x7 CCTV surveillance

We ensure entry into any of our premises is only through prior appointment. Every vehicle which goes in and out is properly checked

of the cold chain facilities and also power back-up. For the storage of cargo, we ensure there is one entry and one exit point so that access is limited. Before giving access into a particular facility, the security guards check the ID cards or some form of authorisation of the entrants. For fire safety, we have an emergency response team at each site to ensure that the first responders can act and that we do not have to wait for any third party.

With govt focus on MMLPs, would PMGS, NLP, Make in India, benefit the sector?

These government initiatives bring all our systems and procedures under one umbrella. This will bring forward a new phase thereby allowing for more organizations in the public and private sectors. More visibility between ministries and departments will allow for quicker actions. Make in India will boost India's ability to manufacture and be able handle to the growth and sustain it. Therefore, these three initiatives, if implemented correctly and consistently, will

play a significant role in the India's growth story. Take the financial capital of India for example, several huge projects are in various stages of progress throughout the city. It goes to show that the future of these initiatives is for the longer run. Currently, the discomfort we all face is due to a paradigm shift throughout the country because we are trying to raise ourselves and compete head-to-head with the international industry.

rashtra and West Bengal. The government should have control measures in place to help industries uplift the country.

What are the pain points of this sector?

The pain points include lack of organized infrastructure and delay in clearance of permission under one department. Low visibility throughout local municipality procedures/

to be able to take advantage of multiple modes of transport.

How do you ensure efficient supply chain, LMD operations, and value creation?

We believe that data and correct procedures rule the supply chain. The goal is to create an efficient machine for step-by-step daily operations. That is what we have tried to create at JW Ventures. Everyone



As an MMLP operator, what do you expect from the government?

The government incentives do help in creation of MMLPs in tier II and III cities. For example, tax breaks for setting up a project in rural areas, so that more jobs are created. These incentives would help drive investments towards these long-term projects. It is commonplace that the transportation aspect of our industry is governed by truckers, who own a fleet or operate them. Without them, we would find it expensive to transport the cargo. We expect the government to come up with a programme, which allows the truckers to be upskilled and procure/operate these vehicles at a lower cost. This can be done by incentivizing long-distance driving or reducing interest rates on the loans. Regulation in labour and union issues is a challenge in most states, especially Maha-

rules to the bigger governmental bodies with programmes such as PMGS, we should be able to have all our ministries and departments under one umbrella and create a more efficient and standardised system. Allowing easier and higher visibility throughout the ministries and departments is absent.

Will linkage issues be sorted out by developing multimodal warehouses in India?

It is not certain it will help resolve linkage issues, but it will lessen the load on manufacturers for they will be able to securely store cargo in different locations. Connectivity issues will be resolved only when access to tier II and III cities becomes easier by road or rail and that seems to be the end result of programmes such as PM Gati Shakti and other government initiatives. The point of a multimodal warehouse is

who is involved at our facilities is given a particular task, which they should complete. Following these procedures and tasks allow us to track the steps that the cargo has gone through and help us understand where things have gone wrong and can be improved. We fix benchmarks for these procedures to ensure we are improving. For example, import and export turnaround times in our facilities; these steps may seem simple, but they are hard to adhere to 24x7 365 days in a year.

For our LMD operations, we use a transport management system to ensure live tracking and track fuel. We have metrics set every month for fuel consumption and aim to beat it every 10 months. For our cold chain facilities, we create value by providing a one-stop location for packaging, labelling among others. We ensure our clients have full visibility of their products. 📦



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Driving green logistics with 'Truck on Train' initiative

The 'Truck on Train' concept, also known as Roll-on Roll-off (Ro-Ro), aims to reduce CO₂ footprint by shifting transportation from roads to railways, an initiative championed Ashwani Vaishnav, Union Railway Minister. This move contributes to creating a green logistics ecosystem for industries across the country.



CT Bureau

Vinsum Express initiated the first consignment of a fleet of trucks from Rewari (Haryana) to Palanpur (Gujarat) filled with auto parts worth several crores for Maruti Suzuki utilizing the recently launched 'Truck on Train' programme. This approach was introduced by the Dedicated Freight Corridor Company India Limited (DFCCIL), a wholly owned company of Indian Railways, involving loading trucks onto trains for long-distance transportation. This aligns with the government initiatives Prime Minister Gati Shakti Master Plan on multi-modal connectivity.

The 'Truck on Train' concept, also known as Ro-Ro, aims to reduce carbon footprint by shifting transportation from roads to railways, an initiative of Ashwani Vaishnav, Union Railway Minister.

This move contributes to creating a green logistics ecosystem for industries across the country. The event witnessed the participation of executives from Maruti-Suzuki India Limited, including SD Chhabra, Executive Officer, Pawan Agarwal and PV Krishnan, Vice Presidents, among other top leaders. Also present was Vinod Sharma, Founder & Chairman, Vinsum Logistics, who spearheaded the project with his senior team, along with dignitaries



from DFCCIL, ensuring the automobile sector's entry into this innovative logistics arm, soon to be joined by other industry leaders.

"Maruti Suzuki has a policy of greener transportation where railways is the primary source. Maruti has started to use almost 20 per cent of its

car fleet through railways and we intend to increase it further, while embarking on auto parts movement now," S.D. Chhabra said, in his speech. He also expressed gratitude towards Vinsum Logistics for their tireless efforts in helping Maruti realize one of its key objectives of strengthening carbon-free transportation.

UPS lends helping hand to women

As of June 2023, the programme has trained 110,000 women and small businesses all over the globe. Through partnerships with govt agencies, NGOs, and other stakeholders, UPS leverages influence and education to help women around the world overcome barriers to free trade.

In 2018, UPS and the UPS Foundation have launched the Women Exporters Programme (WEP), a capability-building initiative in order to address the disparity in education and workforce participation between men and women by providing targeted assistance to women-owned small and medium-sized businesses (SMBs) worldwide. As of June 2023, 110,000 women and small business owners across the world have passed



Bala Subramanian, Executive Vice President and Chief Digital and Technology Officer at UPS and Christina Struller, Vice President- Corporate Affairs at UPS with Women Entrepreneurs

the programme. Through partnerships with government agencies, NGOs, and

other stakeholders, UPS leverages influence and education to help women

around the world overcome free trade barriers.

In a recent survey of small businesses across the globe, UPS found female-led small and medium businesses have prioritized digitization and sales over the past three years to grow their business. In 2023, UPS rolled out WEP in India, collaborating with the India SME Forum dedicated to aiding SMBs across the country.



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Manu Raj Bhalla, President, Warehousing Association of India with team members of the association and professors of the Great Lakes Institute of Management

Youth uniting towards a better tomorrow in logistics sector

The Warehousing Association of India (WAI) collaborated with Great Lakes Institute of Management, Gurugram to organize an event titled Industry-Academic Interface Conference on Logistics and Warehousing. Professionals from the industry took part in the panel discussions.

The first panel centered around Warehousing Standards, Modernization, and Automation as well as challenges both in infrastructure and policy regulations. The second panel discussion was focused on skilling and gender diversity in the logistics and warehousing sectors. The event also saw the warehousing experts from across India giving insights to students and promoting them to take part.

“We are looking forward to more such collaborations with academic institutions nationwide. The idea is to increase awareness and encourage students to enter this field as it offers a lot of scope and opportunities, logistics being the backbone of the economy. We had invited experts to this event to share industry insights with the students. The industry is growing at a CAGR of around 20 per cent and there is a deficit of skilled



(Centre) Manu Raj Bhalla, President, Warehousing Association of India (WAI), (Left) Mohit Kapoor, Chair, WAI, and professors and students of the Great Lakes Institute of Management



(Centre) Manu Raj Bhalla, President, Warehousing Association of India (WAI) and professors and students of the Great Lakes Institute of Management

work force across job roles and levels. With the government ambitious plans in place such as PMGS and NLP, Sagarmala among others, there is and will be the need of skilled workforce. Diversity and involvement of women in warehousing and logistics is one of key goals of the association and we are working closely with industry, government and non-government stakeholders. The

conference will explore opportunities for greater collaboration between academia and the industry,” Manu Raj Bhalla, President, WAI, informed, while delivering the the key note address. Great Lakes and WAI agreed to work on joint projects and hold more such conferences to bring awareness and to motivate students to embrace the exciting world of logistics and supply chain.

ACCB hosts 41st Annual Ball for members, six felicitated

The Air Cargo Club of Bombay (ACCB) organised its 41st Annual Ball on 17 February 2024 for its members. It was attended by professionals from the logistics and air cargo sector. The gala evening also saw six air cargo club members being felicitated for their contribution and support towards the association.



Estimates for selected major commodities for January 2024

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		JAN'23	APR'22- JAN'23	JAN'24	APR'23- JAN'24	JAN'24	APR'23- JAN'24
1	Tea	60.70	702.02	64.90	672.89	6.92	-4.15
2	Coffee	69.82	910.88	73.68	950.52	5.53	4.35
3	Rice	981.54	8981.09	949.09	8267.67	-3.31	-7.94
4	Other cereals	124.94	993.81	13.96	468.56	-88.83	-52.85
5	Tobacco	71.77	1053.31	105.73	1216.31	47.32	15.48
6	Spices	278.77	3028.99	335.93	3246.45	20.50	7.18
7	Cashew	41.81	290.95	33.10	282.54	-20.83	-2.89
8	Oil Meals	151.73	1115.17	173.98	1401.01	14.66	25.63
9	Oil seeds	114.15	1057.04	127.09	1158.60	11.34	9.61
10	Fruits & Vegetables	271.64	2430.25	300.47	2813.27	10.61	15.76
11	Cereal preparations & miscellaneous processed items	198.15	2149.17	235.19	2324.18	18.69	8.14
12	Marine Products	586.47	6871.96	500.78	6353.08	-14.61	-7.55
13	Meat, dairy & poultry products	301.29	3341.60	380.00	3689.88	26.12	10.42
14	Iron Ore	278.41	1117.29	584.09	3231.54	109.79	189.23
15	Mica, Coal & Other Ores, Minerals including processed minerals	381.18	4200.15	368.34	3792.40	-3.37	-9.71
16	Leather & leather products	378.06	4074.65	353.05	3606.34	-6.62	-11.49
17	Ceramic products & glassware	306.36	3056.10	295.56	3560.91	-3.53	16.52
18	Gems & Jewellery	2618.82	31610.87	2585.85	26893.02	-1.26	-14.92
19	Drugs & Pharmaceuticals	1996.11	20850.78	2132.63	22533.27	6.84	8.07
20	Organic & Inorganic Chemicals	2395.29	25401.55	2402.39	22670.38	0.30	-10.75
21	Engineering Goods	8413.00	88268.87	8766.37	88270.99	4.20	0.00
22	Electronic Goods	2108.36	18757.50	2304.62	22653.77	9.31	20.77
23	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	870.17	9046.96	891.93	9561.77	2.50	5.69
24	Man-made Yarn/Fabs./made-ups etc.	396.88	4075.21	379.71	3808.06	-4.33	-6.56
25	RMG of all Textiles	1492.99	13335.03	1441.33	11583.01	-3.46	-13.14
26	Jute Mfg. including Floor Covering	30.85	372.06	24.85	283.78	-19.45	-23.73
27	Carpet	104.95	1156.17	114.86	1152.79	9.44	-0.29
28	Handicrafts excl. handmade carpet	161.96	1450.87	135.07	1318.25	-16.60	-9.14
29	Petroleum Products	7703.73	81281.98	8209.98	70197.46	6.57	-13.64
30	Plastic & Linoleum	585.12	7056.09	641.00	6569.82	9.55	-6.89
	Sub-Total	33475.02	348038.37	34925.53	334532.52	4.33	-3.88
	GRAND TOTAL	35799.38	372098.48	36915.48	353915.84	3.12	-4.89

Note 1: Exports include Re-Exports.

Note 2: The figures for JAN'24 are provisional.

Note 3: Grand total is inclusive of component 'Other

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

Estimates for selected major commodities for January 2024

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		JAN'23	APR'22- JAN'23	JAN'24	APR'23- JAN'24	JAN'24	APR'23- JAN'24
1	Tea	497.15	5629.59	539.43	5571.94	8.50	-1.02
2	Coffee	571.82	7251.48	612.40	7858.48	7.10	8.37
3	Rice	8038.77	71787.56	7888.94	68360.82	-1.86	-4.77
4	Other cereals	1023.27	7963.38	116.01	3865.53	-88.66	-51.46
5	Tobacco	587.80	8420.41	878.86	10070.45	49.52	19.60
6	Spices	2283.10	24182.87	2792.32	26858.18	22.30	11.06
7	Cashew	342.40	2329.86	275.10	2338.54	-19.65	0.37
8	Oil Meals	1242.65	8944.15	1446.12	11594.57	16.37	29.63
9	Oil seeds	934.90	8474.47	1056.35	9585.45	12.99	13.11
10	Fruits & Vegetables	2224.71	19431.79	2497.52	23285.67	12.26	19.83
11	Cereal preparations & miscellaneous processed items	1622.86	17145.17	1954.91	19233.89	20.46	12.18
12	Marine Products	4803.18	54961.11	4162.57	52588.70	-13.34	-4.32
13	Meat, dairy & poultry products	2467.53	26663.49	3158.57	30551.01	28.01	14.58
14	Iron Ore	2280.16	8819.38	4855.05	26769.72	112.93	203.53
15	Mica, Coal & Other Ores, Minerals including processed minerals	3121.85	33492.45	3061.67	31381.85	-1.93	-6.30
16	Leather & leather products	3096.28	32545.11	2934.55	29836.14	-5.22	-8.32
17	Ceramic products & glassware	2509.10	24414.40	2456.75	29461.52	-2.09	20.67
18	Gems & Jewellery	21448.01	252173.07	21493.85	222644.20	0.21	-11.71
19	Drugs & Pharmaceuticals	16348.08	166658.34	17726.67	186493.68	8.43	11.90
20	Organic & Inorganic Chemicals	19617.33	202812.05	19968.88	187594.66	1.79	-7.50
21	Engineering Goods	68902.16	704517.94	72866.92	730422.50	5.75	3.68
22	Electronic Goods	17267.41	150425.36	19156.23	187488.10	10.94	24.64
23	Cotton Yarn/Fabs./made-ups, Handloom Products etc.	7126.68	72099.27	7413.77	79123.28	4.03	9.74
24	Man-made Yarn/Fabs./made-ups etc.	3250.45	32517.56	3156.22	31507.65	-2.90	-3.11
25	RMG of all Textiles	12227.50	106420.63	11980.49	95832.35	-2.02	-9.95
26	Jute Mfg. including Floor Covering	252.64	2963.52	206.55	2346.93	-18.24	-20.81
27	Carpet	859.56	9230.74	954.74	9542.13	11.07	3.37
28	Handicrafts excl. handmade carpet	1326.42	11579.86	1122.74	10908.63	-15.36	-5.80
29	Petroleum Products	63093.27	648856.30	68242.19	581013.48	8.16	-10.46
30	Plastic & Linoleum	4792.09	56267.17	5328.08	54368.59	11.18	-3.37
	Sub-Total	274159.12	2778978.48	290304.45	2768498.65	5.89	-0.38
	GRAND TOTAL	293195.47	2970520.23	306845.15	2928906.54	4.66	-1.40

Note 1: Grand total is inclusive of component 'Other'.

Note 2: The figures for JAN'24 are provisional.

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

Contd. on next page ►

Estimates for selected major commodities for January 2024

Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		JAN'23	APR'22- JAN'23	JAN'24	APR'23- JAN'24	JAN'24	APR'23- JAN'24
1	Cotton Raw & Waste	237.42	10767.20	163.12	4280.96	-31.30	-60.24
2	Vegetable Oil	16388.88	144726.65	10282.83	106511.09	-37.26	-26.41
3	Pulses	1756.27	12705.15	2569.26	23024.26	46.29	81.22
4	Fruits & vegetables	1861.25	17843.10	1980.91	20007.35	6.43	12.13
5	Pulp and Waste paper	1820.08	14546.15	1145.99	12840.78	-37.04	-11.72
6	Textile yarn Fabric, made-up articles	1703.90	18131.91	1534.91	15989.69	-9.92	-11.81
7	Fertilisers, Crude & manufactured	12878.28	126244.62	4041.53	78529.90	-68.62	-37.80
8	Sulphur & Unroasted Iron Pyrites	174.73	2407.76	95.43	1511.32	-45.38	-37.23
9	Metaliferrous ores & other minerals	6032.96	62688.18	6226.09	65285.31	3.20	4.14
10	Coal, Coke & Briquettes, etc.	21484.50	342987.30	26428.38	268630.90	23.01	-21.68
11	Petroleum, Crude & products	130040.00	1394696.26	137687.81	1214855.66	5.88	-12.89
12	Wood & Wood products	4958.62	49058.61	3965.37	44558.69	-20.03	-9.17
13	Leather & leather products	614.29	7060.06	443.88	6636.48	-27.74	-6.00
14	Organic & Inorganic Chemicals	18614.40	226982.75	15482.27	186685.85	-16.83	-17.75
15	Dyeing/tanning/colouring materials	2554.55	26194.75	2669.55	35934.71	4.50	37.18
16	Artificial resins, plastic materials, etc.	14498.76	155440.35	13547.48	155458.91	-6.56	0.01
17	Chemical material & products	7270.20	80986.33	6531.85	91500.79	-10.16	12.98
18	Newsprint	390.69	3565.59	169.60	3041.37	-56.59	-14.70
19	Pearls, precious & Semi- precious stones	13338.91	200562.68	14376.64	158433.63	7.78	-21.01
20	Iron & Steel	18204.45	150887.06	17095.54	166126.05	-6.09	10.10
21	Non-ferrous metals	12857.60	132103.69	12772.78	148457.63	-0.66	12.38
22	Machine tools	3291.91	29500.92	3344.92	32898.14	1.61	11.52
23	Machinery, electrical & non- electrical	32181.23	299686.80	30796.29	336185.53	-4.30	12.18
24	Transport equipment	21559.79	207560.24	17373.88	180877.43	-19.42	-12.86
25	Project goods	3351.75	9430.21	1906.92	8315.21	-43.11	-11.82
26	Professional instrument, Optical goods, etc.	4539.50	45240.82	5143.30	52569.83	13.30	16.20
27	Electronic goods	50900.75	514998.55	66041.47	622307.96	29.75	20.84
28	Medicinal & Pharmaceutical products	5370.52	54237.26	5680.16	57327.13	5.77	5.70
29	Gold	5711.73	231589.64	15862.42	313507.17	177.72	35.37
30	Silver	934.05	41550.33	4014.93	24072.16	329.84	-42.07
	Sub-Total	415521.97	4614380.91	429375.51	4436361.87	3.33	-3.86
	GRAND TOTAL	432645.93	4805863.83	452229.06	4644368.23	4.53	-3.36

Note 1: Grand total is inclusive of component 'Other'.

Note 2: The figures for JAN'24 are provisional.

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

Om Logistics on expansion mode, opens new warehouse

The new facility in Chennai is poised to streamline logistics operations and meet the growing demands of clients. The state of the art warehouse facility, spread across 100,000 square feet, is equipped with advanced infrastructure and features to enhance operational efficiency and service quality.



CT Bureau

Om Logistics is excited to announce the launch of its new warehouse facility in Chennai, Tamil Nadu. This strategic move is aimed at elevating the connectivity and solidifying the company's presence in the southern region. The state of the art warehouse facility, spread more than 1,00,000 square feet, is equipped with advanced infrastructure and features to enhance operational efficiency and service quality. The facility is poised to streamline logistics operations and



meet the growing demands of clients. The expansion into south India determines the company's dedication

to providing seamless logistics solutions for clients all around the nation. With a focus on innovation

and customer-centric solutions, the firm is ready to set new benchmarks in the logistics industry. 📈

1WN launched to alter global logistics

Founded with a vision to transform collaboration, 1WN plans to expand offices in India and Philippines. This group has been formed with a clear vision to revolutionise the global logistics industry by delivering seamless, efficient and environmentally responsible supply chain networking opportunities.

Air cargo industry veteran, Sunil Arora announced the official launch of '1WN-One World One Network,' poised to transform the global logistics and freight forwarding industry landscape.

Headquartered in Dubai, the network is formed to connect logistics industry stakeholders from across the world on various platforms focusing on pharma, dangerous goods, express cargo, warehousing, logistics among others. 1WN has been officially launched in Dubai, UAE on 1 March 2024. Founded with

a vision to transform collaboration, 1WN plans to expand offices in India and Philippines.

"This group has been formed with a clear vision to revolutionise the logistics industry by delivering seamless, efficient and environmentally responsible supply chain networking opportunities. The stakeholders meet greet and connect with each other on various insightful topics. We have plans to cover the world and create an ecosystem where all of us can benefit from each other," he said.



(L-R) Anju Gupta, Head, Corporate Communications, 1WN; Sunil Arora, CEO, 1WN and Amit Kumar, General Manager, 1WN

Building a growth fostering ecosystem through tech

There is need to set up statutory bodies, standardise policies, enhance upskilling, incentivise automation among others, says **Niti Doshi, Director & Head, Branding & Marketing, NIDO Group**. The govt must frame policies, outline norms for automation deployment, ensure compliance and the like, she adds.



CT Bureau

Do investments made in warehouse automation in 2023 impact operations?

In the past year, NIDO has invested across three key major areas: manpower, infrastructure, and R&D. These investments are instrumental in enhancing operational efficiency and driving innovation within our warehouse automation initiatives. Firstly, resources have been dedicated to bolstering

our manpower capabilities. Secondly, substantial investments have been directed towards enhancing our infra. We have acquired cutting-edge equipment such as CNC machines, laser cutting machines, bending machines, and quality inspection machines.

These investments have optimized our processes and enabled us to deliver quality products in an efficient manner thereby enhancing our operational agility. NIDO has invested in R&D aimed at fostering innovation and product development. These invest-

ments have facilitated the conceptualization, testing, and refinement of new products.

Can you cite any instances of how automation solutions handle cargo efficiently?

NIDO's automation solutions are designed to handle a range of cargo types efficiently and securely, catering to needs of each cargo category. Here are some examples: for palletised goods, we have the IZAR and SIRIUS range of AMRs and AGVs equipped with pallet handling attachments. These

AGVs are programmed to navigate through the warehouse autonomously, picking up and transporting pallets to designated loading docks.

Robotic palletizers have been employed to stack and organise palletised goods within the warehouse, optimising storage space and minimise manual handling. Automated conveyor systems are used for transport of cartons and boxes within the warehouse. These conveyors are equipped with sensors and sortation technologies to route each carton to its designated destination.

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Robotic pick-and-place systems enhance efficiency by automating the process of picking individual cartons from storage locations and place them onto conveyors for outbound shipping. ASTRO, our latest innovation, offering cost-effective solutions to handle a range of product profiles and ensure accurate and high-speed sorting.

With a compact footprint and easy deployment, ASTRO's design guarantees seamless growth, while minimizing operational costs. For irregularly shaped items or non-standard cargo, robotic arms equipped with advanced vision systems are deployed for flexible and precise handling. These robotic arms can grasp and manipulate products of different shapes, sizes, and weights with accuracy, ensure secure handling and minimize risk of damage during transportation and storage.

In facilities, automated storage, and retrieval systems with climate-controlled environments are employed for handling temperature-sensitive goods such as perishables and pharmaceuticals, and preserving the integrity of the cargo throughout the storage and retrieval process thereby ensuring compliance with regulatory requirements and preserving



Niti Doshi
Director and Head, Branding & Marketing, NIDO Group

product quality. For high-value or secure items, automated inventory management systems with integrated security features such as RFID tagging, biometric access control, and video surveillance are implemented. These systems provide real-time visibility into inventory movements, track chain of custody, and ensure compliance with security protocols to prevent theft or unauthorised access to sensitive cargo.

What benefits do you see from initiatives such as PMGS and NLP?

Their overarching goals include reducing logistics costs, improving LPI ranking, and fostering data-driven decision support mechanisms, all of which contribute to an efficient and competitive logistics

ecosystem in the country. By placing logistics in the spotlight, these initiatives increase awareness of the industry's importance in driving economic growth. Industry stakeholders become aware of industry developments, leading to a shared understanding of challenges and opportunities. The government's push translates into investments in infrastruc-

For irregularly shaped items or non-standard cargo, robotic arms equipped with vision systems are deployed for precise handling

ture, technology, and policy reforms, laying the groundwork for a robust logistics ecosystem.

Should govt create a tech ecosystem and implement talent growth in logistics?

The government can undertake initiatives such as establishing relevant statutory bodies, standardising policies, rules, enhancing curricula, upskilling programmes in educational institutions, pro-

mote startups, incubation services, incentivise adoption of automation technologies and foster innovation and experimentation. The government can create specialised bodies tasked with promoting and facilitating automation technology adoption in logistics. Rather than acting as enforcers, these bodies must offer guidance, resources, and best practices to the industry stakeholders.

The government should work towards framing clear and comprehensive policies that outline norms for automation deployment, while ensuring compliance with safety, security, and ethical standards. Educational initiatives must lay stress on practical skills and application of automation in logistics. Programmes providing budding entrepreneurs with access to mentorship, funding, and infrastructure support in order to develop innovative automation solutions for the logistics industry must be encouraged.

To encourage businesses to invest in automation technologies, the government must introduce tax breaks, subsidies, or grants for the automation equipment purchases and implementation. To foster an environment conducive to innovation within the logistics industry, initiatives such as innovation challenges and technology would encourage industry stakeholders to explore and adopt emerging automation solutions. By implementing them, the government can create an enabling ecosystem that supports the widespread adoption of automation technologies and foster development of a skilled workforce capable of driving innovation and growth in the sector.



FACTFILE

- The govt must create an enabling ecosystem for adoption of tech and foster skilled workforce.
- The govt must create bodies tasked for facilitating automation technology adoption.

Enhance efficiency & reduce costs with dock levelers

Gandhi Automations offers logistics solutions by providing dock levelers, dock shelters, sectional overhead doors and dock houses. Electro-hydraulic dock levelers are a bridge for connecting a vehicle and facilitating smooth, and safe transition by compensating difference in heights between the loading bay and vehicles.



CT Bureau

Dock levelers offered by Gandhi Automations are designed as per EN 1398 standard for the most demanding loading and unloading operations. They contribute to minimising energy used and savings on heating and chilling costs resulting in maintaining the quality of the transported goods.

EFFICIENT LOADING & UNLOADING

The importance of efficient loading of products has always been evident and has increased over the years. Lesser qualified manpower is being utilised, which leads to damage of the goods. The cost of loading and unloading the products can be calculated precisely and is definable, which allows for a scientific approach to find out the investment that goes into the process.

Gandhi Automations has always designed solutions based



on such scientific approach and feedback from clients.

The levelers ensure loading and unloading with lesser effort and at a minimal cost. It is possible to load and unload products in a safe way. The dock leveler remains with the loading bay and the sectional overhead door closed, until the vehicle is positioned. The driver drives back centring to the dock shelter and stops the vehicle the moment it gets in contact with the bumpers. The sectional overhead door is opened when the vehicle is in position, and engine is shut off. This eliminates the exit of hot air, intake of cold air (or

the opposite in hot area and inside air-conditioned places). After the sectional overhead door opens, the lip of the dock leveler connects to the truck bed for loading/unloading.

The four types of dock levelers are as follows:

Radius Lip Dock Levelers: These levelers are available in multiple sizes and capacities. These levelers allow the dock to connect with the truck bed thereby making it convenient for the driver to drive directly on and off with the forklift trucks and the like. The self-cleaning lip-hinge system does not retain dust and dirt, which allows a smooth operation.

Telescopic Lip Dock Levelers: These levelers are ideal for connecting vehicles unable to drive near dock, that is, sea containers, side loading railway wagons among others. These lip dock levelers can be supplied with a lip extending up to one metre.

These levelers minimise energy used and savings on heating costs, which result in maintaining quality

Edge of Dock Levelers: These levelers have been developed in compliance with latest European standard, EN 1398. It has a capacity of 6,000 kg and is suitable for use with material handling equipment.

Forklift Roll-Off Barrier Lip Dock Levelers: They add run-off protection, prevent accidental forklift roll-off when the overhead door is open, and no trailer is parked at the dock. They are designed to provide all the benefits of the hydraulic leveler along with the benefit of being a formidable barrier. 🚚



Is air cargo industry vulnerable to cyberattacks?

Geopolitical instability and technological vulnerabilities make safeguarding cargo operations a priority, says **Vandana Singh**, Director Global Corporate Key Account Management, ISC and Far East Saudia Cargo. Regulations for new technology and safe operations with autonomous systems are a must, she adds.



Ritika Arora Bhola

How was 2023 for Saudia Cargo's operations in India. Tell us about the developments that took place last year?

2023 was a fantastic year for Saudia Cargo in terms of commercial operations; we developed exponentially during the year and learned a lot from the industry. Saudia Cargo has a considerable presence in India and the Middle East.

We provide efficient air cargo services to various Indian cities. Our fleet of freighter aircraft ensures timely transportation of goods, supporting trade and commerce. The logistics industry in India is

benefiting from technological advancements, and infrastructure capex, which is boosting the business exceptionally well. Additionally, given the growth in e-commerce sector, Saudia Cargo plays a significant role in transporting online orders. Their efficient logistics network supports the growing demand for e-commerce shipments.

How are Saudia's freighter operations in India? What are the destinations covered and, which cities are the key hubs?

Saudia Cargo operates regular freight routes connecting Indian cities to destinations across Asia, Europe, Africa, and the United States of America. These routes enable seamless



Vandana Singh
Director Global Corporate Key
Account Management – ISC and Far
East Saudia Cargo

movements of goods, ranging from perishables to industrial equipment. Also, we collaborate with the Indian customs authorities in a bid to ensure smooth clearance processes. Proper documentation and compliance with regulations are essential for hassle-free cargo handling.

Saudia Cargo serves several key Indian cities, including Delhi, Mumbai, Chennai, Hyderabad, Lucknow, Bengaluru, and Kochi. These cities act as vital hubs for cargo movement, facilitating trade links between India and the rest of the world.

Tell us about the variety of cargo moved to and from these countries?

Regular cargo flights are offered by Saudia Cargo between Indian cities and in Asia, Europe, Africa, and the USA. The smooth transportation of commodities, including pharmaceuticals, perishable products, e-commerce, industrial equipment and fashion is moved frequently through these routes.



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Today, the world wants to ship to India, then how do you look at the trade ties between India and KSA? Any investment plans?

The trade relations between India and Kingdom of Saudi Arabia (KSA) are essential for us and the business industry. Indo-KSA bilateral trade reached US\$27.48 billion, with the Kingdom's exports to India standing at US\$22.06 billion and India's exports at US\$5.41 billion. The trade ties play a crucial role in fostering economic cooperation between the two nations. The future looks promising, and we have numerous plans, which we cannot disclose yet.

What are the crucial pain points for air cargo stakeholders today?

The cargo business has a few difficulties that have influenced stakeholders throughout the world. As the industry is becoming increasingly digitalized, the risk of cyberattacks continues to grow. Geopolitical instability and tech-

nological vulnerabilities make safeguarding cargo operations a priority. In fact, many industry leaders express concern about potential cyberattacks. However, establishing clear regulations for new technologies and safe operations with

Automation and digitization continue to speed up logistics growth. AI, ML, Blockchain, and IoT simplify operations & optimize resources

autonomous systems is quite a task. Though, I am certain that the sector will adjust to these changes and continue to develop shortly.

Do you reckon global air cargo will recover in the coming months?

The future of the air cargo industry holds promise and cautious optimism. In 2024, the global air cargo industry

might herald the beginning of a new economic growth cycle. Automation and digitization continue to accelerate logistics industry growth. Technologies such as AI, ML, Blockchain, and IoT simplify operations, optimise resources, and enhance efficiency. To sum up, the industry is poised for growth, driven by technological advancements, policy reforms, and resilience.

Do you see the cargo volumes and yields going up for Saudia Cargo amidst global recession and slowdown?

Amidst the global recession and slowdown, the industry faces several challenges. Industry-wide CTKs were on a decline for 11 consecutive months as from January 2023, falling by 14.9 per cent YOY. This contraction in demand is reflected in a decrease of 11 per cent compared to pre-pandemic levels. The international CTKs declined slightly faster than overall cargo traffic, registering a 16.2 per cent year over year contraction. However, things are slowly getting

back to normal, and I am sure 2024 will be a great year for us.

Could you tell us about the cargo throughput in the past few years? Any strategies adopted to increase the global share?

Over the past few years, India's cargo throughput has witnessed significant growth. Recently, the container port throughput reached an all-time high of 19,937,138 TEUs (20 feet equivalent units), reflecting the total number of containers handled at Indian ports during that period. In 2023, Indian ports managed over 1.3 billion metric tonnes of cargo, underscoring the vital role of efficient port operations in trade, export-import activities, and economic development. To enhance global market share, we employ a multifaceted approach. Innovation remains a cornerstone—leveraging cutting-edge technology, and refining production methods. Fostering 'accessibility' ensures inclusivity and widens the customer base. By combining these strategies, we thrive on the global stage. 🍀

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OTHER WAYS

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Tax and Fiscal Insight

Gala hosted to celebrate AMTOI's Silver Jubilee

Association of Multimodal Transport Operators of India (AMTOI) commemorated its Silver Jubilee with Western Region Chapter along with NVOCC Council, Women's Wing and LLC Council organising a gala in Mumbai recently. The event was graced by logistics industry professionals and air cargo experts.



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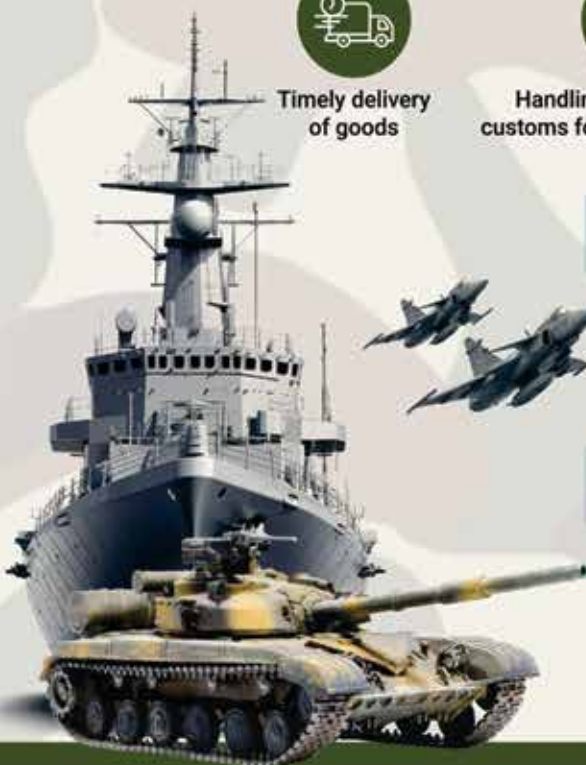
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Lufthansa Cargo felicitates its top performing clients

Lufthansa Cargo hosted its customers' meeting in New Delhi to felicitate its top performing clients in the presence of Cargo CEO Ashwin Bhat. The event was attended by air cargo and logistics industry leaders. The guests enjoyed the evening over wine, delicious food and foot-tapping music.





Third MCF distribution centre in Bhiwandi unveiled

Spread across 7 lakh square feet, the facility meets global standards and positions FM Logistic India as one of the top technology-driven contract logistics companies in India. The strategic location of the warehouse near major consumption centres, in Mumbai and Thane, enhances efficiency and responsiveness.



CT Bureau

French contract logistics provider, FM Logistic India, inaugurated its third Multi Client Facility (MCF) in India's largest logistics hub of Bhiwandi. This facility re-

One of the features of the new facility is the availability of a multi-client customs-public bonded section within the warehouse premises

inforces its commitment to delivering world-class sustainable omni-channel solutions to customers in the retail, FMCG, pharma and precision engineering industries.

The inauguration ceremony was followed by an interactive session on 'Warehouse Automation-Leveraging Technology to Future-Proof Your Supply Chain'. The session shed light on the role of automation in ensuring supply chain resilience and sustainability. Spread across 7 lakh square feet, the new facil-



ity aligns with international standards and positions FM Logistic India as one of the top technology-driven contract logistics companies in India.

Ajit Jangle, Managing Director, FM Logistic India, and Loic Delaitre, Automation Director, FM Logistic's Group, graced the occasion. Dignitaries from the French Consulate and the Indo-French Chamber of Commerce and Industry in India were also attended the occasion.

The location of the warehouse near major consump-

tion centres, Mumbai and Thane, enhances efficiency and responsiveness. One of the noteworthy features of the new facility is the availability of a multi-client customs-public bonded section within the warehouse premises to provide integrated solutions. Thanks to this feature, the warehouse can store bonded and non-bonded products stored at the same location without the need for additional handling or movement from

a CFA to the warehouse. A salient feature of the new facility is the automated co-packing set-up for enabling the execution of promotional offers and campaign management and caters to the dynamic nature of the FMCG promotions. The new facility is a comprehensive and efficient solution for diverse sectors, contributing to evolving logistics and supply chain needs of the customers. 🇫🇷





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Cargo professionals gather at Air Cargo India Show

Messe Muenchen India has concluded the 10th edition of Air Cargo India Show 2024 on a jubilant note with industry stakeholders, including airlines and cargo handlers among others, expressing delight at the curated experiences, knowledge exchange, and potential partnerships emerging from this platform.

With a 24 per cent increase in exhibition space over the previous edition, Air Cargo India 2024 witnessed higher representation from key de-

cisionmakers in the air cargo ecosystem, including airlines, airports, cargo handlers, GSAs, and many other services such as IT systems, drone companies, among others. The inaugura-

tion was graced by industry veterans as well as representatives from the foreign missions of Germany and Turkey, in addition to Air Cargo India Advisory Board members com-

prising senior representatives from Emirates SkyCargo, Qatar Airways Cargo, Dachser India, Skyways Group Airports, Delhi International Airport, Adani Airports, and Air India.





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With 30% of overall revenue coming from northern India, V-Trans will make substantial investments in expanding branches, warehouses, and infrastructure in this region. The company is expanding its third-party logistics operation under V-Logis brand, providing employment opportunities and world-class facilities.



V-Trans unveiled ambitious plans for rapid growth, targeting a turnover of ₹3,000 crore by 2026. The company has outlined a comprehensive strategy focusing on surface transport and leveraging technology for sustainable profitability.

V-Trans will prioritise growth in its core competence area, surface transport, while expanding its multimodal logistics operations, including air and road combinations. The company aims to capitalize on the US\$120 billion FTL market, intending to capture a more significant share by enhancing its presence in this lucrative segment. With 30 per cent of overall revenue coming from northern India, V-Trans will make substantial invest-

ments in expanding branches, warehouses, and infrastructure in this region.

“We are moving to new transshipment facilities in Ghaziabad and Zirkapur, apart from the existing large warehouses in Dharuhara and Raliawas in Haryana, which are already operational. The company plans further expansions by opening new branches in tier III and IV cities of Punjab, Uttarakhand, eastern UP and western UP,” V-Trans spokesperson said. Acknowledging the role of technology, V-Trans has invested in a new ERP system, ensuring advanced functionalities, and API integrations with government portals, customers, and vendors for seamless information flow. Building on its com-



mitment to transparency and compliance it is moving its financial system to standard global platform for the entire group, V-Trans is expanding its 3PL operation under V-Logis brand in the Northern region, providing employment opportunities and world-class facilities. The company

is working on reducing its carbon footprint through optimisation tools, efficient truck utilisation, proper routing, and driver education. Already implemented, solar panel installation in all large hubs substantially reduces the electricity consumption, he added.





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Gender diversity vital to enhance skilling in logistics

More career opportunities in logistics industry means skilling and training in specialized areas is a must as the job roles are getting specialised. Women pilots attired in a smart pilot uniform walking along with their male counterparts is not an uncommon sight anymore.

Globally, the proportion of women in the logistics workforce has increased from 8 per cent in 2010 to 20 per cent in 2018, with India seeing approximately 15 per cent female representation. So, there is still a requirement for increased women participation in logistics and spreading awareness is all our responsibilities.

As far as I see, women are becoming more visible in so many fields that were traditionally male dominated. Now, the sight of women pilots attired in a smart pilot uniform



As India aspires to become ₹5 trillion economy, there are new ways of doing businesses, encouraging freshers and job seekers

striding along with their male counterparts is not uncommon. I was on a personal visit to the Northeast and staying at the Assam Rifles Cantonment and to my pleasant surprise, I was told that they have started to recruit rifle women! Women as scientists, truck drivers and women in the boardroom are not a strange sight at all.

The logistics industry has diversified from being just transportation, catering to blue collared job roles with harsh and inadequate working conditions, an ever-existing gender parity due to the nature of work is now becoming a highly specialised industry

with various verticals that encompass e-commerce, freight forwarding, warehousing, port operations, cargo terminal operations and railways among others.

Introduction of technology, automation and integration of complex processes, and the degenderisation of roles are playing a crucial role in changing the industry and its requirements.

The writing on the wall is that this industry needs and is steering towards numerous career opportunities, which in turn means skilling and training in specialized areas is a must as the job roles are getting very specialised. Also, as India aspires to become a ₹5 trillion economy, there are developments and new ways of doing businesses, encouraging freshers and job seekers as making a conscious choice for working in logistics. It should not be left as a last career choice, when the other popu-

lar careers are out of reach. My focus in this article will be mainly the role women can play in logistics industry. The first move towards that will be branding of logistics as a preferred career option. Employment in logistics industry should be at par or even better placed than the more preferred career choices.

I personally feel women working in logistics are the role models that others should emulate. It is for them to go out, speak to students, speak to girls and propagate about careers in logistics. They should also speak about the changed working conditions, and career opportunities in various fields such as sales, strategising, leading teams, opportunities in finance, Information Technology and customer service that are waiting and available. They could also mentor freshers and speak about their journey and remove biases and cultural mindsets that could be a hindrance.

It is recommended organisations should sensitise employees, and impart training on POSH, having an active committee, and Code of Conduct. Many organisations have started to offer longer maternity leaves, improved infrastructure and flexible working hours for female employees.

Look forward to more participation from women!



Alpna Chaturvedi
CEO
My Logistics Gurukul

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

08
MINISTRIES

36
SYSTEMS

114+
APIs

1800+
DATA FIELDS

750+
COMPANIES
REGISTERED

70+
APPLICATIONS
DEVELOPED BY
COMPANIES

DIGITAL
ENABLEMENT
FOR LOGISTICS

TRACK & TRACE

GREEN LOGISTICS

PROCESS AUTOMATION

DISCOVERY SERVICES

DOCUMENT DIGITIZATION

INDIA'S DIGITAL GATEWAY TO
ACCESS LOGISTICS
RELATED DATA SETS

200 MILLION+
API TRANSACTIONS

36 SYSTEMS INTEGRATED

E-Challan | E-Way Bill | Air Cargo Community System (ACCS)
PORT Community System (PCS) | Terminal Operating System (TOS)
VAHAN | SARATHI | Inland Waterways Authority of India (IWAI)
Air Cargo Message Exchange System (ACMES) | FASTag
Director General of Foreign Trade (DGFT) | Logistics Data Bank (LDB)
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Ethiopian likely to add two more destinations in India

Top agents of the airline in the region were felicitated at a function in Mumbai. While giving a presentation, Abel Alemu, Managing Director, Ethiopian Cargo & Logistics Services announced that the airline was likely to add two more destinations from the country—Hyderabad and Ahmedabad.



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Crafting training solutions for skill development

Strenuous efforts are going on to bridge the skill gap in air cargo and logistics sector. The million-dollar question plaguing the industry presently is to set straight the existing gender disparity and develop a skilled workforce through tailored trained programmes in the sector.

SKILLING IN LOGISTICS

The development of logistics know-how is critical for India's economic growth, job creation, and efficient supply chain operation. Tailored training

Vishwavidyalaya is intended to provide annual education to 5,000 professionals. This initiative is in line with the government's objective of decreasing the logistics sector's



programmes are essential for a range of logistics duties, including customs compliance and inventory management. Effective decisionmaking and collaboration necessitate problem-solving and communication abilities.

Retaining talent necessitates incentives, certification programmes, and well-defined career paths, while continuous skill development through active participation in industry operations ensures India's competitiveness and encourages long-term development on a national and global scale.

SKILLING INSTITUTIONS

The logistics sector acknowledges the need for more training institutions amid technological advancements. Tailored skill development is crucial for meeting evolving demands. Ongoing efforts were initiated to bridge the skill gap.

❖ The establishment of India's inaugural Centre of Excellence in Logistics by Devi Ahilya

contribution to the GDP from 15-9 per cent. This institution is positioned to be instrumental in attaining this objective.

❖ In accordance with the National Skills Qualification Framework, Logistics Sector Skill Council has formulated National Occupational Standards, which delineate competencies specific to the industry and provide direction for training initiatives.

❖ The development of pertinent curricula and the provision of hands-on logistics training require collaborative initiatives between the private sector, state governments, and academic institutions.

CHALLENGES

Implementing skill development in the logistics industry is fraught with difficulty. To attain the long-lasting advantages of skill development programmes, organisations must acknowledge them as investment rather than expenditure. Assessing the proficiency of professionals is complicated

by the sector's heterogeneous activities and the absence of standardisation in the area of skill development.

The implementation of industry-wide standards would serve to foster consistency and bolster the capacity of professionals to exhibit their proficiency. Despite the industry's potential, there is a significant shortage of adequately skilled workers, which is worsened by a lack of training infrastructure and limited knowledge about logistics employment. Addressing these challenges is critical to developing a skilled workforce capable of propelling the logistics industry ahead.

GENDER DISPARITY

Gender disparity exists in the logistics industry because of historical underrepresentation and preconceptions, which discourage women from pursuing leadership positions. To tackle this, it is imperative that skill development programmes confront and debunk stereotypes, prioritise a range of career trajectories, and exhibit accomplished female role models. Scholarships, mentorships, and networking events are exam-

ples of endeavours that can foster inclusiveness and bolster the industry's resilience and competitiveness by ensuring gender parity in the acquisition of skills.

FUTURE OF SKILLING

Skill development is vital for the logistics sector's growth and competitiveness, necessitating specialised institutions to address disparities. Gender equality and diversity initiatives are crucial for closing gaps and fostering equal opportunities, promising a proficient workforce with industry collaboration and government support.



Apeksha Gupta
Head, Academics, Cargomen
Logistics (Research Scholar)

*(The views expressed are solely of the author.
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subscribe to the same)*

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Professionals interact at Warehousing & Logistics Show

To stress upon vital contribution of various multimodal initiatives taken up by the govt to boost logistics and warehousing sectors, PHDCCI held Warehousing Logistics Show 2024 between 22-23 February. T. K. Manoj Kumar, Chairman, Warehousing Development and Regulatory was invited as the Chief Guest.



Movements

ALLCARGO GROUP

India



Ketan Kulkarni has joined as the new Chief Growth Officer of All-cargo Logistics. He spent more than 17 years in Blue Dart, beginning his journey as its Head of Business Development & CMO and former Chief Commercial Officer.

ONE WORLD ONE NETWORK

India



Sunil Arora has been appointed as the new CEO of One World One Network Group. He was earlier with Asia Shipping International and was also President, ACAAI and ACCB and senior advisor to the Delhi Customs Brokers' Association.

DB SCHENKER

APAC region



Vishal Sharma has been appointed as the Chief Executive for DB Schenker, APAC. He assumed his new role on February 1. He brings 30 years of experience in the logistics sector. He served as chief executive, Greater China since 2021.

QATAR AIRWAYS CARGO

Qatar



Mark Drusch has joined as the Chief Officer, Cargo, QAC to replace Guillaume Halleux who left in September last. He has 25 years of experience in the industry. He recently served as SVP alliances, strategy, Qatar Airways.

ACL AIRSHOP

USA



Bernhard Kindelbacher has joined as the Chief Executive, ACL Airshop on March 1. He comes from a background of air cargo leadership, logistics management, business development, and strategy in the Lufthansa Cargo.

UNSWORTH

UK



Thomas Kuehn has been joined as the new MD, UK branch, Unsworth. Kuehn previously served as the MD for WTA for a decade. He spent a decade at JE Bernard as a global key account director and director at Kuehne+Nagel.

Coming Soon

INDIA CARGO AWARDS 2024

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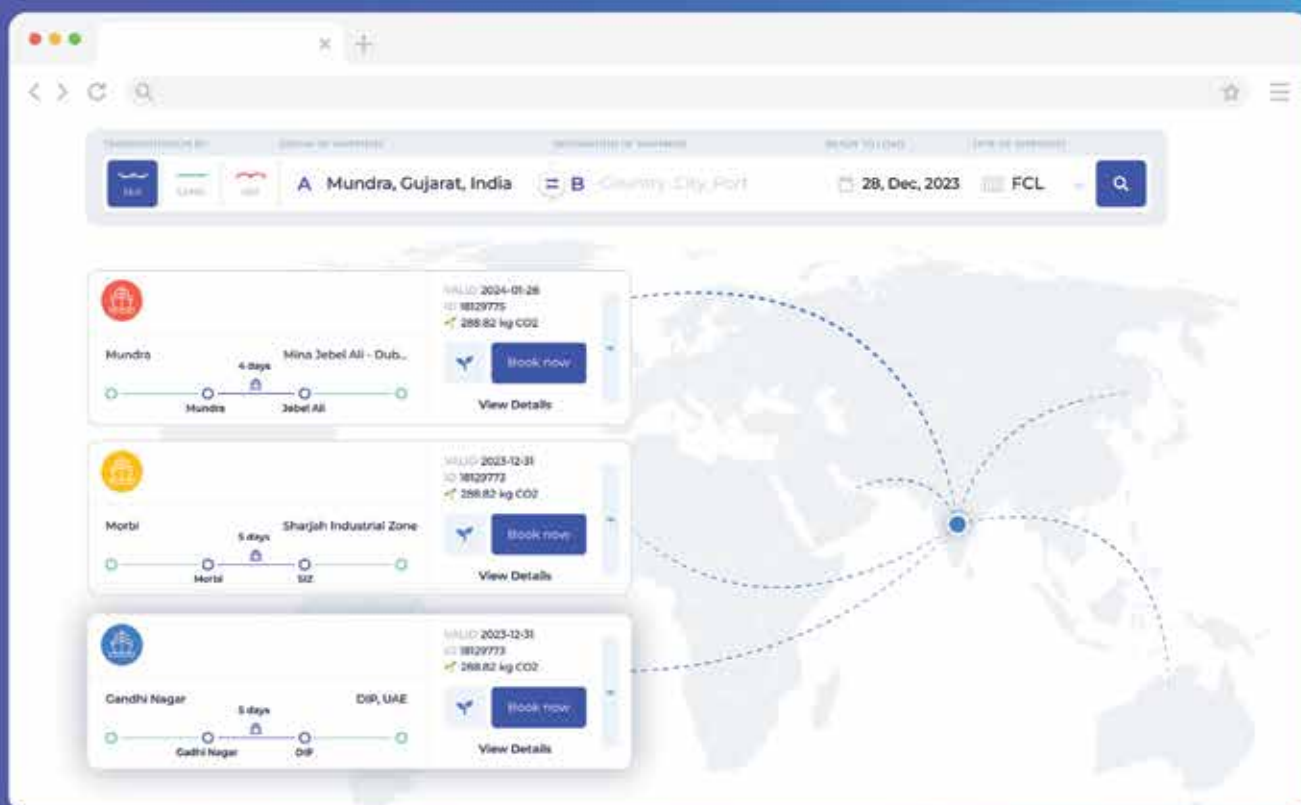
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