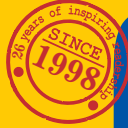


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**Digital
evolution**
vital in air cargo
management



OPEN SKY POLICY

Gateway to global air space

Manoeuvring
bumps in
smooth road cargo flow

Favourable year
For air cargo
peak season yet to come: IATA



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EDITOR: Sanjeet
CHIEF EDITOR: Nisha Verma
nisha.verma@ddpl.com
ASSOCIATE EDITOR: Ritika Arora Bhola
ritika.arora@ddpl.com
ASST. VICE PRESIDENT: Abha Gupta
abha.gupta@ddpl.com
GENERAL MANAGER: Harshal Ashar
harshal@ddpl.com
MANAGER: Jaspreet Kaur
ASSISTANT MANAGER: Samantha Pereira
DESIGN: Nityanand Misra
ADVERTISEMENT DESIGNER: Nitin Kumar
Aditya Pratap Singh
Anil Khatri Chhetri
PRODUCTION MANAGER: Anil Kharbanda
Ramesh Gupta
CIRCULATION MANAGER: Ashok Rana



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More global air traffic in India to boost trade



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Country needs corridors and freighters: MoCA Minister



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Cold chain experts tackle workforce and tech gaps



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Now, ULIP Hackathon 2.0 to foster innovation in logistics

NLDSL launched ULIP Hackathon 2.0, significant step in leveraging innovation and technology to reshape and streamline logistics and supply chain industry. It also introduced Track Your Transport app, powered by ULIP, to empower small traders and transporters making it a cost-effective tool for the unorganised sector.



NICDC Logistics Data Services Limited (NLDSL) announced the launch of Unified Logistics Interface Platform (ULIP) Hackathon 2.0, a competitive event aimed at fostering innovation and developing digital solutions to tackle pressing challenges in logistics. The hackathon was officially launched at an event

Focus is on solving logistics challenges such as sustainability and complex supply chain processes among others

held under the chairmanship of Rajeev Singh Thakur, Additional Secretary, Department for Promotion of Industry and Internal Trade, at Vanija Bhawan.

The launch event witnessed 1,800 attendees joining the kick-off physically and virtually, reflecting widespread



industry interest in the initiative. Hackathon 2.0 marks a significant step in leveraging innovation and technology to reshape and streamlining India's logistics and supply chain sector.

Building on the success of ULIP Hackathon 1.0, which resulted in the development of cutting-edge solutions, Hackathon 2.0 invites developers,

startups, and industry players to come together once again. The focus of this year's hackathon is on addressing key logistics challenges such as sustainability, complex supply chain processes, unified documentation, and multimodal logistics optimisation.

"We are excited to launch ULIP Hackathon 2.0, an initiative that fosters creativity, problem-solving, and collaboration. With the success of Hackathon 1.0, we are confident that this year's event will generate even more innovative solutions to shape the future of India's logistics ecosystem," Thakur said.

As part of its ongoing commitment to transforming the logistics sector, NLDSL also announced the launch of the Track Your Transport (TYT) app, powered by ULIP. This app is designed to empower small-scale transporters and

traders by addressing various facets of logistics management, from providing tracking of cargo via all modes to verification of vehicles and drivers. TYT eliminates the need for heavy IT infrastructure investments, making it a cost-effective and user-friendly tool for the unorganised sector.

"The TYT app is a key milestone in our efforts to bring digital empowerment to small traders and transporters. The app provides the tools necessary to enhance operational efficiency and visibility, ensuring that small players can compete on a level playing field with the rest of the industry," Shri Rajat Kumar Saini, CEO & MD, NICDC and Chairman, NLDSL, highlighted.

The app can be accessed via the web at www.trackyourtransport.in or downloaded through Android, iOS, and Digital India App Stores.



'India needs more corridors & freighters for cargo movement'

Air cargo and logistics sectors have taken giant strides in the world. In 2023-24, the total cargo handled rose to 3.36 million tonnes from 2.47 million tonnes in 2020-21, says **Kinjarapu Ram Mohan Naidu, Union Civil Aviation Minister**, at the recent Global Aviation and Air Cargo Summit, held by PHDCCI.



between the metropolitan cities so that there is a network created in terms of air cargo, and a system that is being handled." In addition to the cargo industry, the minister highlighted major aspects of Maintenance, Repair and Overhaul (MRO) sector and how India is transforming into a global MRO hub as well.

Naidu said, "This sector has witnessed significant growth. India has the potential to become an MRO hub, and we are taking decisive steps to move into that direction by rationalising taxes, providing incentives and developing infrastructure. We are promoting domestic and international players to invest in our local MRO industry. Also, we have got new MRO norms, which has abolished royalties and built in transparent system for land allotments for MROs at airports managed by AAI. Also, 100 per cent FDI is permitted via automatic route for the MRO industry."

"The ministry has paved the way for development of new cargo terminals and logistics parks, which will play an important role in India's transformation as a leading player in cargo industry. Also, the implementation of revised Open Sky policy, investment in technology, customs simplification, and tax breaks, all these measures collectively have helped India to achieve tremendous growth in the air cargo industry and have given it a realistic chance of achieving the government target of 10 MMT by 2030," he concluded.



Akash Tyagi

Kinjarapu Ram Mohan Naidu, Union Minister of Civil Aviation, said, "In the past decade, India has witnessed remarkable growth and development in the air cargo sector. From 74 airports in India in 2014, the

“We must think why we do not have enough freighters. Most of the cargo that we have today is going by aircraft belly only.”

number has gone up to 157. This speaks volumes of how determined the ministry is to elevate the aviation and cargo sector in the country."

"The country's air cargo sector is experiencing a transformative boom. It may be noted the total cargo handled increased steadily from 24.7 lakh metric tonnes in 2020-21

to anticipated 33.6 lakh metric tonnes in 2023-24. Recognising the potential of air cargo, we have embarked on development of dedicated air freight corridors, implementation of digital processes, such as e-airway bills and investments in the state-of-the-art cargo terminals. Our goal has always been to make India a global cargo hub by enhancing

connectivity, reducing TAT and improving efficiency," he added.

Emphasising the need for more freighters as most of the cargo in India is being carried out in bellies of the aircraft, the minister said, "We must think why we do not have enough freighters. Most of the cargo that we have today is going by aircraft belly only. It obviously has its own challenges. Now, we must move into the



idea of having our own freight corridors, freight carriers, at least

Aviation, cargo experts gather to discuss ideas & opportunities

PHDCCI organised the aviation & air cargo summit in which K Ram Mohan Naidu, Union Minister of Civil Aviation, was the Chief Guest, while Dr. Surendra Ahirwar, Joint Secretary, Logistics & Trade, Ministry of Commerce & Industry and Piyush Srivastava, Senior Economic Advisor, MoCA were the Guests of Honour.







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OPEN SKY POLICY: A step towards efficiency & growth

Airports, airlines, exporters, and associations, have welcomed the Open Sky policy as they anticipate improved efficiency, expanded exports, and alignment with the gov't's economic targets. It has provided ample capacity to assorted destinations, the space crunch has shrunk due to availability of space. Its revival may see accelerated infrastructure development at non-metro airports.





Ritika Arora Bhola

The Open Sky policy allows airlines to operate non-schedule cargo flights without restrictions on routes, capacity, and frequency, fostering competition and efficiency. For air cargo, this leads to enhanced flexibility,

It benefits agents by opening a realm of new opportunities and streamlining operations in the air cargo and logistics industry

lower costs and more cargo space in several routes and rise in frequencies, essential for faster delivery times and global expansion.

The revival of the policy is a significant development aimed at enhancing efficiency and competitiveness of the sector. It is essential for boosting air cargo operations as it allows demand-based access to airspace, fostering an efficient sector. This policy is crucial because it promotes in-

creased connectivity, enabling the firm/s to expand its reach into more markets, thereby leading to faster and efficient movement of goods, critical for time-sensitive air cargo.

Since global e-commerce grows, the demand for faster, more flexible logistics solutions increases, the Open Sky policy supports this by facilitating faster transport, which is vital for handling high-value, time-sensitive goods.

The policy also contributes to broader economic growth by increasing volumes and improving cargo traffic. The policy can benefit air cargo agents by opening new opportunities and streamlining operations in the air logistics sector. With fewer restrictions on international air carriers and routes, the Indian air cargo agents can gain access to a broader network of airlines and destinations thus enabling them to offer flexible and efficient services to their clients. The increased competition that comes with the policy can not only reduce costs but also allow the air cargo agents to negotiate better rates for air freight services.


With more airlines operating in Indian airspace,

there is every likelihood of greater frequency of flights, reducing transit times and improving the flexibility, speed and reliability of shipments. For the cargo agents specialising in time-sensitive and high-value goods, such as e-commerce products or perishables, the policy, with more direct routes in place, ensures faster and quicker deliveries. This enhances their ability to meet the demands of global trade.

The policy has the potential to boost connectivity and international trade by removing restrictions on global airlines; the policy allows more carriers to operate in each country's airspace, which directly enhances connectivity. This expansion of available routes leads to access to global markets facilitates faster, flexible and efficient movement of goods across borders.

With greater connectivity, the logistics chain becomes more seamless, reducing transit times and enabling air cargo agents to offer quicker and reliable services. This is important for sectors, such as e-Commerce, pharma, and perishables, where time-sensitive deliveries are critical. In terms of global trade, the Open Sky policy

encourages global trade, making it easier and cost-effective for businesses to import and export goods. By increasing competition among airlines, the policy can lead to reduced cargo costs, making it more affordable to access distant markets. This also drives higher trade volumes and allows countries, including India, to become integrated into the international economy.

 speaks to industry experts about the benefits of the policy and challenges in its implementation and execution in the market.

FACT FILE

- The Open Sky policy encourages global trade, making it easier and cost-effective for businesses to import and export goods.
- The policy's revival is a development aimed at enhancing efficiency and the sector's competitiveness.
- For cargo agents of time-sensitive and high-value goods enhances their ability to meet the demands of global trade.

Policy crucial to achieve 10 MMT target by 2030



Satyaki Raghunath
COO
BIAL

This move benefits farm producers in interior regions to access global markets

access global markets. We are hopeful this new move will help create a more dynamic and competitive air cargo environment, benefiting exporters and the Indian economy as a whole.”

“ The reinstatement of the Open Sky policy is in harmony with the government’s objectives. This policy plays an important role in achieving the government’s target of 10 MMT by 2030. We appreciate the move. The policy is likely to enhance cargo movements, particularly benefiting perishables trade, by permitting foreign cargo carriers to operate from all international airports. This initiative enables farm producers and exporters in interior regions of India to

Airports must be prepared to handle surge in volumes



Kamesh Peri
CEO, Celebi Terminal
Management India

“ While the policy is beneficial for cargo ops, bottlenecks could hinder its impact. As air traffic increases, inadequate facilities can lead to congestion

Without upgrades, the ability to handle more volumes will be constrained

and delays. Without required upgrades, the ability to handle volumes will be constrained, undermining the benefits of improved connectivity. Complex procedures can slow down goods flow. While the policy itself promotes liberalisation, the frameworks are not equipped to support rise in air traffic. As the number of flights increase, airports may struggle to allocate landing slots; can lead to delays and higher costs.”

Policy complicated, may create regulatory bottlenecks

“ The policy’s implementation can face bottlenecks, including domestic resistance. Domestic airlines may resist it as they fear increased compe-

If airports lack the required infra or are located far away, it can limit the policy’s benefits

tion from foreign airlines. These airlines may argue the the policy will hurt their businesses and cause job losses. The policy’s implementation requires infrastructure to manage the increased cargo traffic. If airports lack the required infrastructure or are located far from major business centres, it can limit the policy’s benefits.”



M Afzal Malbarwala
Managing Director
Galaxy Freight



Global gateways to support rural India’s market reach



Vikram Mansukhani
Chief of Operations
Blue Dart Express

The govt has designed LEEP to improve logistics by building 35 MMLPs

“ The ongoing issue facing air cargo has been the volatile price of ATF, which accounts for our highest cost input. The Indian Rupee’s depreciation has impacted lease and inventory costs. Creation of capacity and cost-efficient logistics solutions in tier II and III airports to feed into domestic hubs, and global gateways will support rural India’s market reach. States and 3PL providers have come together to find innovative solutions to address this challenge. The gov-

ernment has designed LEEP to improve logistics efficiency using infra such as building 35 MMLPs, and introducing tech and digital solutions.”

Agents to lower rates once Indian skies open



Amit Maheshwari
 Founder and CEO
 Softlink Global

“The policy will unlock new opportunities by allowing carriers flexibility in choosing routes and schedules. This freedom leads to more capacity, reduced costs, and faster service, vital in today’s fast-paced logistics environment. For agents, this policy means more choices in routes and airlines, enabling them to respond faster to client needs and helps build competitiveness. By increasing flight

This step is critical for India as it positions itself as major player in global supply chains

frequencies and opening new routes, trade can move faster. This step is critical for India as it positions itself as a player in supply chains, providing access to global markets.”



Policy to transform India into key logistics player

“Expanding the Open Sky policy for air cargo is an essential step toward improving the nation’s logistics network, boosting export efficiency, and enhancing global competitiveness. It aligns well with India’s economic ambitions and has the potential to transform it into a significant global logistics player, provided there is concurrent investment in infrastructure and technology. At the same time, India should consider the scope of an the policy for air cargo, balancing

the potential benefits of increased efficiency and global linkage with risks of market saturation, security concerns, and need to protect domestic airlines and infrastructure among others.”

The policy aligns well with India’s ambitions and has the potential to transform it into key global logistics player



Nihar Parida
 Air Cargo Consultant &
 specialist

Open Sky framework to optimise air cargo flow



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

“The policy would enable connectivity by allowing airlines to operate routes, improving access to global markets. This will help Indian businesses expand globally. Increased cargo flights would alleviate existing capacity constraints, especially during peak seasons when demand for freight transport is high. Competition between the various airlines leads to improved service levels, including faster transit times and better handling. Flexibility in flight scheduling under this new policy helps optimise air cargo movement, reducing delays and improving time-sensitive deliveries.”

Competition between airlines leads to faster transit times and better handling

Movement of goods across borders will be efficient



Nikhil Agarwal
 President
 CJ Darcl logistics

Gaining access to an expanded market, agents can capitalise on increased revenue

“The policy allows agents to enter unexplored markets without limitations, enabling them to form partnerships with a wide range of global carriers. By gaining access to an expanded market, the agents can capitalise on increased revenue streams and opportunities. The frequency of flights under the Open Sky policy will provide them with flexibility in scheduling, essential for managing time-sensitive shipments and optimising operations.

The improved connectivity between major international hubs leads to more efficient transit times and reduced lead times thus benefiting both the air cargo agents and clients.”

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Slashing dwell times, delay for boosting efficiency



Balajee Bobba
Director
Bobba Group

“ Incentivising and promoting digitization of end-to-end processes and reducing manual interventions to speed up workflow. The existing manpower should be educated and made aware about latest updates in advanced technology. This creates a win-win synergy on personal and organisational growth. Similarly, expansion of facilities with a strong focus on future growth and reduction of dwell times for quick clearance and maximising efficiency. Stronger

links with key global trade hubs will ease movement of goods, reducing logistics costs and speeding up exports and imports positioning India as an integrated and competitive player in global trade.”

Cargo ops from global airports will reduce costs

“ Air cargo agents can leverage the presence of foreign carriers to access new markets, routes and handle larger volumes that were, unavailable or limited. This will enhance competitiveness by reducing operational constraints, increasing efficiency, and offering more cost-effective solutions. The Open Sky policy will facilitate the movement of perishables and time-sensitive products, which is crucial for exporters who depend on timely deliveries to global markets. Seamless movement of goods will allow exporters to reach unexplored markets faster and at lower costs.”



Abhishek Goyal
Executive Director
Aeroprime Group

Seamless flow of goods will allow exporters to markets faster

Security of products during transit will be main challenge



Sunil Kohli
Managing Director
Rahat Cargo

“ The challenge before the agents and the carriers are to adhere to safety components of air cargo by implementing fool proof security meas-

The thorough background checks on employees and equipment to facilitate air transfer with caution

ures. It goes without saying that implementing high-end technology and stringent security protocols at every step of air transport entails a hefty investment. The cargo shipments undergo screenings and tests, before loading, during transit, and after landing. The thorough background checks on employees and equipment to facilitate air transfer with caution, save the products from tampering or theft.”

Agents can build biz ties, leading to collaborations

“ Open Sky policy has expanded network improves linkage and reduced transit times and increased capacity. Lower costs can translate into

Cargo agents' access to global markets allows them to facilitate trade between India and other countries efficiently

reduced freight rates thus making cargo an attractive option compared to other modes of transport. By improving connectivity and reducing costs, the policy supports global trade. Businesses can reach new markets and products move quickly across borders. The agents' access to global markets allows them to facilitate trade between India and other countries efficiently.”



Neetu Chadha
Associate Director
Air Exports, WIZ



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Freight transportation faces speed breakers on road, rail

India relies on network of road and rail transportation to facilitate cargo movement. Road transport handles nearly 60% of cargo, while rail carries 32%. Transporters and LSPs face difficulty when it comes to moving cargo via roads, stemming as it is from India's geography and operational complexities, said experts.



Ritika Arora Bhola

Indian logistics industry has evolved immensely in the past few years, remarkable developments in road and rail infrastructure have made, especially after the pandemic. DFCs, economic corridors, NHs, logistics parks have streamlined the cargo operations and improved connectivity for faster deliveries. Tech-integration such as GPS, FASTag, Road Transport and Highways Development Scheme and upskilling of driv-

ers have also played a commendable role in improving road transportation.

The Union government has launched several ambitious schemes and projects to facilitate cargo movement:

Bharatmala Pariyojana: Launched in 2017, it is a flagship programme aimed at enhancing road infrastructure across the country.

Border and Coastal Roads: It improves road con-

DFCs, economic corridors, NHs, logistics parks have streamlined cargo ops and improved connectivity for faster deliveries

nectivity to border areas and coastal regions to bolster strategic and economic interests.

Focus is on developing 34,800 km of roadways. Integration with multimodal transport systems for better diverse cargo movement emphasis on reducing bottlenecks and improving road safety.

National Highways Authority of India initiatives: The NHAI plays a crucial role in development, maintenance, and management of NHs. e-Highway Projects for implementation of smart highway projects incorporating digital technologies for better traffic



widening and strengthening of roads to handle higher traffic volumes. Improvement in road safety measures to enhance road safety through better signage, road markings, and enforcement of traffic rules.

National Logistics Policy integrates multimodal transport facilitates seamless movement of goods through integrated road, rail, and waterways. Reduction of logistics costs streamlines processes to reduce logistics costs and improve competitiveness.

Pradhan Mantri Gram Sadak Yojana focuses on improving rural connectivity. The yojana aims to connect rural areas with highways and market centers. Enhanced rural access gives better road connectivity in rural areas to facilitate the movement of ag-

ricultural produce and goods. Economic development boosts rural economies by improving access to markets and services.

Green National Highways Corridor Project, funded by the World Bank, aims to make road infrastructure environmentally friendly. Sustainable Road Development: Incorporating green technologies and practices in road construction and maintenance. Reducing Environmental Impact: Measures to mitigate the environmental impact of road projects, including pollution control and green cover. Infrastructure Development Funds: The government has established various funds and schemes to support road infrastructure development.

National Investment and Infrastructure Fund: It focuses on investing in

infrastructure projects, including roadways.

State-Level Infrastructure Funds: Several states have their own funds and schemes for road development.


Despite improvements, road infrastructure is often inadequate, with issues such as potholes, poor maintenance, and congestion affecting ef-

Recognising role of cargo transportation to drive economic growth, govt has launched many initiatives to improve road infrastructure

management and safety. Toll collection improvements for adoption of FASTag reduce congestion at toll plazas and ensure seamless cargo movement. RTHDS focuses on improving road transport infrastructure and includes various projects and reforms. Upgrading existing roads comprises



iciency. Multiple state regulations and checkpoints lead to delays and inefficiencies, impacting the overall logistics chain. Environmental concerns such as heavy reliance on diesel trucks contribute to pollution and environmental degradation. Recognising the critical role of efficient cargo transportation in driving economic growth, the government has launched several initiatives aimed at improving road infrastructure and logistics.

 discusses with industry professionals the crucial pain points in road transportation that hinder growth and reduce logistics efficiency.

Contd. on next page ▶

Tracking systems improve supply chain visibility

“ Road transport faces pain points such as poor infrastructure, frequent checkpoints, and heavy congestion. Complex documentation, regional regulations, and tax burdens drive up compliance costs and increase operational expenses. Rising fuel prices, cargo theft, and limited real-time tracking reduce efficiency. Digitalisation can streamline operations with real-time tracking systems, improve supply chain visibility and reduce inefficiencies.



Uday Sharma
Chief Commercial Officer, Allcargo Gati

Rising fuel prices, cargo theft & limited real-time tracking reduce efficiency

Transitioning to alternate fuel vehicles and fuel-efficient technologies can lower operational costs. To optimise freight movement, shifting cargo to rail is essential, and in this regard, projects such as the DFCs will play a vital role.”

Poor route planning, fuel theft still ail sector

“ Some of the challenges include uneven roads, congestion in urban areas, regulatory and compliance issues, multiple permits and taxes, overloaded regulations. On top of corruption issue at check points, there is fuel cost, its volatility and fluctuations, fuel theft & pilferage, cargo damage & theft, risk of theft, especially of high-value goods, damage to goods, inadequate insurance coverage, limited technology adoption, lack of visibility to most transporters. To overcome the issue of shortage of skilled drivers & retention working conditions have to be improved. Inefficient route planning leads to inordinate delays at checkpoints and time-consuming border crossings.”



Xerrxes Master
Immediate Past President, AMTOI

To overcome the lack of skilled drivers, working conditions have to be improved

Infrastructure to get more private, foreign investment

“ A significant shortage of qualified drivers and warehouse and operational staff impact overall efficiency and productivity. EVs and usage of part truckload service vehicle, implementing route optimisation for managing fuel consumption and control costs. AI-based climate models with real-time data to forecast extreme weather conditions and mitigate threats to supply chain must be leveraged. Improving recruitment efforts by offering competitive salaries, providing training programmes, and enhancing working conditions to boost overall efficiency and productivity. With commitments to reduce CO₂ footprint, the sector will see increased usage of EVs and renewable energy in ports.”



Anamika Jain
CEO Aaj Enterprises

Shortage of qualified staff will impact the overall productivity & efficiency



Contd. on next page ▶



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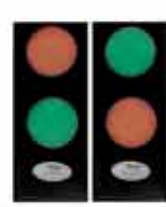
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ULIP frees transport sector, exporters of bulky processes

“ Though many initiatives have been taken by the government, the execution should be measured, and processes followed diligently. Digital integration system will lead to seamless and faster workflow, making logistics more efficient. ULIP aims to collapse all logistics and transport sector digital services into a single portal, freeing exporters from heavy processes. Ease of Logistics Services (ELS) will allow the industry to take up operational issues with government agencies for speedy resolution. Comprehensive Logistics Action Plan comprises integrated digital logistics systems, benchmarking service standards and capacity building among others.”



Nomita Kothari
CEO
New Globe Logistic

ELS allows the industry to take up operational issues with the govt

Quality roads, intermodal hubs smoothen cargo flow

“ The sector faces many challenges that hinder smooth cargo movement. Transporters and logistics service providers deal with varying cargo types, each requiring different handling, transportation conditions, and vehicle types. Managing these differences, while ensuring timely delivery, is a crucial pain point. Traffic congestion, inadequate infrastructure, and lack of real-time visibility exacerbate operational inefficiencies. Compliance with fluctuating regulations across states, increase costs and operational complexity. Collaboration between LSPs and shippers promote shared resources, improve asset utilisation and reduce empty miles.”



Sharmila H. Amin
Managing Director
South Asia India
Bertling Logistics India

Traffic rush, inadequate infra, lack of visibility exacerbate inefficiencies

PMGS helps in slashing problems in supply chain

“ The government’s focus on Bharatmala aims to improve the national corridor, including Golden Quadrilateral North-South, East-West corridors. Another focus area could be creating a green corridor between Chennai - Hyderabad-Bengaluru-Chennai and Ahmedabad-Mumbai-Ahmedabad by road. Another DFC that can be mentioned is Delhi-Mumbai Industrial Corridor that facilitates faster, reliable cargo movement. PMGS is a multi-modal linkage aimed to bridge infra gaps and offer integrated logistics solutions that align with road, rail, air, and waterways. It helps in cutting reducing bottlenecks in the supply chain.



Debajyoti Bagchi
Vice President, Business Development, TT Group

Another DFC is the DMIC that facilitates faster and reliable cargo movement

Contd. on next page ▶

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DESTINATION	DAYS	FLIGHT
DEL-HAN	DAYS 3, 5, 7	A330
BOM-SGN	DAYS 1, 3, 5, 7	A330
BOM-HAN	DAYS 2, 4, 6	A321
AMD-SGN	Daily	A321
AMD-HAN	DAYS 1, 3, 5	A321





Lack of infra makes smooth cargo flow difficult

“ During monsoon, cargo movement becomes quite challenging. With drivers lacking training and know-how to handle specialised cargo, it often leads to safety risks, product damage, and delays. They must be given better working conditions, fair wages, safety, and sufficient rest periods, which can also put the drivers’ shortage issue to rest. In Canada and Europe, drivers enjoy financial stability and a status in the society. The sector must hurry to adopt sustainable energy resources such as CNG and EVs to help mitigate rising fuel costs. Reducing CO₂ emissions and attaining cost efficiency is possible by adopting EVs for which the government is giving subsidies.”



Nikhil Bhatia
General Manager
Road Freight
Rhemus Logistics India

Cargo movement becomes very frenzied during monsoon season



AT A GLANCE

- DFCs, economic corridors, NHs, logistics parks have streamlined the cargo operations and improved connectivity for faster deliveries.
- Integration with multimodal transport systems for better diverse cargo flow, stress on reducing pain points and improving road safety.
- LSPs resolve seasonal demand bottlenecks with real-time tracking and optimised fleet management.

Absence of visibility during transit is major concern

“ Managing diverse cargo to oversized shipments necessitates specialised handling, which frequently leads to complex operations and increased costs. The absence of real-time visibility during transit is another concern for logistics service providers. Contributing to these are these inefficiencies are vehicle breakdowns, route deviations, harsh weather conditions and suboptimal driver behaviour. The seasonal demand makes vehicle availability and resource management difficult, forcing LSPs to manage peak periods sans compromising quality. Addressing these pain points requires technological solutions, such as real-time tracking and optimised fleet management among others.”



Vivek Juneja
Founder and Managing
Director, Varuna Group

Managing diverse cargo during monsoon calls for specialised handling



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Arun Kumar elected President of AMTOI for 2024-25 term

AMTOI organises 25th AGM in Mumbai and appoints new office bearers for the new term 2024-2025. The new leadership is committed to continuing AMTOI's tradition of excellence, while driving new initiatives in areas such as digital transformation, sustainability, and collaboration with key stakeholders.

Association of Multimodal Transport Operators of India (AMTOI) announced the appointment of its new office bearers for the term 2024-25, in its 25th Annual General Meeting (AGM) held in Mumbai. Arun Kumar has been appointed as the new President. Xerrxes Master, steps back and becomes the immediate Past President.

oured to take on this role and work alongside the incredible talent within AMTOI. Our focus will be on innovation, strengthening the framework for multimodal transport, and advocating for policies that will enhance India's logistics capabilities." The new leadership is committed to continuing AMTOI's tradition of excellence while driving new initiatives in areas such as digital transformation, sustainability, and collaboration with key stakeholders both domestically and internationally.



Arun Kumar and Xerrxes Master



MEMBERS

- ➔ Arun Kumar – President
- ➔ Devpal Menon – Vice President
- ➔ Haresh Lalwani – Honorary Secretary
- ➔ Vasant Pathak – Honorary Treasurer
- ➔ Xerrxes Master – Immediate Past President

The newly elected office bearers bring with them a wealth of experience and leadership in the multimodal transport and logistics sector. They have been instrumental in fostering AMTOI's mission of promoting and advocating for the development of efficient multimodal transport systems in India, ensuring that the industry continues to grow and compete on a global scale. Kumar, the newly elected President of AMTOI, expressed his enthusiasm, stating, "I am hon-



Technological transformation vital in air cargo management

One of the key benefits of ACS is real-time visibility. By integrating information from the stakeholders, the platform provides a comprehensive overview of cargo status, improving transparency and enabling better coordination, says **Mukesh Mudholkar, Vice President, Air Cargo Practice, Kale Logistics Solutions.**



Mukesh Mudholkar
Vice President, Air Cargo Practice
Kale Logistics Solution

The industry is experiencing a transformative era, driven by technological advancements to enhance efficiency, safety, and transparency. With the proliferation of e-commerce and global trade, there is a need for optimised air cargo management systems. Airport Cargo Community System (ACS), enabled by AI, and IoT, and big data are leading this revolution.

ACS is a collaborative platform linking stakeholders of the air cargo supply chain.

This platform facilitates seamless communication and data exchange, optimising cargo handling processes. One of the key benefits of ACS is real-time visibility. By integrating information from the stakeholders, it provides a comprehensive overview of cargo status, improving transparency and enabling better coordination. For example, a delay in customs clearance can be communicated to all parties, allowing for quick adjustments and minimising disruptions.

OPTIMISING AIR CARGO OPERATIONS

AI is playing a pivotal role in optimising cargo operations. Predictive analytics, powered by AI, allows for accurate forecasting of cargo demand, enabling airlines to optimise their capacity and routes. ML algorithms analyse historical data, weather patterns, and market trends to predict shipment volumes and optimise fleet utilisation. By continuously monitoring cargo movements and environmental conditions, AI can identify irregularities

such as temperature deviations or unauthorised access, triggering immediate alerts, and preventive actions.

The IoT complements AI by providing real-time data through connected devices. IoT sensors embedded in cargo containers monitor temperature, humidity, and location, ensuring sensitive goods such as pharmaceuticals and perishables are transported under optimal conditions. The integration of IoT in cargo management systems enables continuous tracking & enhances security and reduces risk of theft or damage.

DATA-DRIVEN DECISION-MAKING

Data-driven decision-making is revolutionising cargo management by providing actionable insights. Advanced analytics tools process vast amounts of data from various sources, offering valuable information for strategic planning and operational improvements. Data analytics facilitates capacity optimisation by identifying underutilised routes and peak

demand periods, enabling airlines to make informed decisions on resource allocation. Additionally, it also helps in performance monitoring by tracking KPIs such as on-time delivery rates and cargo handling efficiency. Data-driven insights support dynamic pricing strategies. By analysing factors such as market

“By analysing factors such as market demand and costs, airlines can adjust pricing in real-time and maximise revenue.”

demand, competition, and operational costs, the airlines can adjust pricing in real-time and maximise revenue, while maintaining competitive pricing structures.

ADVANCED CARGO HANDLING SYSTEMS

Modern ground handling systems, when integrated with ACS, create a seamless flow of data from enterprise systems to community platforms. Advanced technologies such as drones for inventory management, robotics for automated handling, and 3D warehouse visualisation for optimal planning are streamlining ground handling operations. These innovations improve efficiency and contribute to a sustainable air cargo ecosystem. The combination of automation, real-time data, and advanced planning tools allow for precise cargo handling, leading to improved service delivery.



DCBA elects DS Bhadoria as President for 2024-26

Delhi Custom Brokers Association (DCBA) elects new Managing Committee recently in New Delhi. **Devendra Singh Bhadoria, newly elected President**, says, he is committed to reach one's expectations in building a strong bond between Customs Department and the industry stakeholders.

The Delhi Customs Brokers Association (DCBA) in its 40th Annual General Meeting (AGM) held on September 1, 2024, in New Delhi elected new Managing Committee for the term 2024-26. Devendra Singh Bhadoria elected as President.

Speaking on the occasion, new DCBA President Bhadoria said, "This win is not just for me, it is to all of us, the entire trade. The unwavering support from the trade and mandate have not only strengthened our position, it also bestowed added responsibilities



Devendra Singh Bhadoria, New President



towards future course of actions in empowering the Customs Brokers community in the country. I am committed to reach your expectations in building a strong bond between the Customs Department and the industry stakeholders, advocating for the recognition and betterment of our fraternity."

He also said that DCBA is committed and looks forward to maintaining a strong and cooperative relationship for progress and the larger interest of the EXIM trade.

NEW OFFICE BEARERS:

- ➔ President: Devendra Singh Bhadoria
- ➔ Sr. Vice President: Jogesh Sethi
- ➔ Vice President: Ram Naresh Yadav
- ➔ Hony. Secretary: Kuldeep Sahroha
- ➔ Hony. Jt. Secretary: Rajesh Kumar Sharma
- ➔ Hony. Treasurer: Mahendra Singh



MANAGING COMMITTEE MEMBERS:

- ➔ Aman Gupta
- ➔ Amit Agrawal
- ➔ Anita Juneja
- ➔ Ankit Mahajan
- ➔ Davender Lal Pipil
- ➔ Deepika Sadana
- ➔ Mahendra Kumar
- ➔ Hardeep Sangwan
- ➔ Nishant Kumar Singh
- ➔ Om Prakash Keshari
- ➔ Sanjeev Kumar Mishra
- ➔ Vinay Kumar Oza





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BCBA: Uniting members for a night of celebration

Brihanmumbai Custom Brokers Association (BCBA) hosted its AGM and Annual Dinner recently in Mumbai. The event witnessed the members along with their spouses enjoying the spectacular performances. The industry stakeholders enjoyed the evening by dancing to the foot-tapping music and later had dinner.

BCBA convened its 39th AGM & Annual Dinner recently in Mumbai. The AGM unanimously elected the new Managing Committee, led by President Sanjeev Harale, for the term 2024-26.

The new office bearers took charge on the same day. Principal Chief Commissioner of Customs, Mumbai Zone II, Jawaharlal Nehru Custom House, and Rajesh Pandey, who was the Chief Guest, delivered the keynote address.



Dushyant Mulani, Immediate Past President, BCBA, with Sanjeev Harale who has been elected as the new President



NEW MANAGING COMMITTEE

- President: Sanjeev Harale
- Senior Vice President : Paresh Thakkar,
- Vice Presidents: Vinayak Aparaj, Hiren Ruparel & Ganpat Korde
- Honorary Secretary: Nirav Thakker
- Honorary Treasurer: Ketan Desai
- Immediate Past President: Dushyant Mulani



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Favourable year for air cargo, peak season yet to come: IATA

Asia-Pacific airlines witnessed 17.6 per cent YoY demand for air cargo in July. Demand on the Asia trade lane grew by 20% YoY, while the Europe-Asia, Middle East-Asia, and Asia-Africa trade lanes rose by 18%, 16% and 16%, respectively, while capacity rose by 12% YoY, says **Willie Walsh, Director General, IATA**.



CT Bureau

IATA released data for global air cargo markets in July showing continuing strong annual growth in demand. Total demand, measured in cargo tonne-kilome-

ity, which rose 12.8 per cent on the strength of passenger markets and balancing the 6.9 per cent growth of international freighter capacity. It should be noted that the increase in belly capacity is the lowest in 40 months whereas the growth in freighter capacity is the highest since an exceptional jump was recorded in January 2024.

growth in global trade, booming e-commerce and capacity constraints on maritime shipping. With the peak season still to come, it is shaping to be a very strong year for air cargo. And airlines have proven adept at navigating political and economic uncertainties to flexibly meet emerging demand trends," said Willie Walsh, Director General, IATA.

cated expansion at 50.2. The global new export orders PMI continued to hover below the 50-mark at 49.4, a marker for contraction. Industrial production stayed level in July month-on-month and global cross-border trade increased 0.7 per cent.

Inflation remained relatively stable in July in the USA, Japan, and the European Union, with inflation rates of 2.9 per cent, 2.8 per cent, and 2.8 per cent, respectively. China's inflation rate increased

"Air cargo demand hit record highs year-to-date in July with strong growth across all regions. The air cargo business continues to benefit from

In July, Purchasing Managers Index (PMIs) for global manufacturing output indi-



Willie Walsh
Director General, IATA

“Airlines have proven adept at navigating economic uncertainties to meet emerging cargo demand trends.”

ters (CTKs), rose by 13.6 per cent compared to July 2023 levels (14.3% for international operations). This is the eighth consecutive month of double-digit year-on-year growth, with overall levels reaching heights not seen since the record peaks of 2021.

Capacity, measured in available cargo tonne-kilometers (ACTKs), increased by 8.3 per cent compared to July 2023 (10.1% for international operations). This was largely related to the growth in international belly capac-





European carriers saw 13.7 per cent year-on-year demand growth for air cargo in July. The Middle East–Europe trade lane led growth, up 32.2 per cent, maintaining a streak of double-digit annual growth that originated in September 2023. The Europe–Asia route, the second largest market, was up 17.9 per cent. Within Europe also saw double-digit growth, up 15.5 per cent. July capacity increased 7.6 per cent year-on-year.

Latin American carriers saw 11.1 per cent year-on-year demand growth for air cargo in July. As with North American carriers, growth was hampered in part by flight cancellations

0.3 percentage points to 0.6 per cent, the highest level in five months.

REGIONAL PERFORMANCE

Asia-Pacific airlines witnessed 17.6 per cent YoY demand growth for air cargo in July. Demand on the Asia trade lane grew by 19.8 per cent year-on-

year, while the Europe-Asia, Middle East-Asia, and Asia-Africa trade lanes rose by 17.9 per cent, 15.9 per cent and 15.4 per cent, respectively. Capacity increased by 11.3 per cent year-on-year.

North American carriers witnessed 8.7 per cent year-on-year demand growth

Air cargo market in detail

	World Share*1	July 2024 (%year-on-year)			
		CTK %	ACTK %	CLF (%-pt) *2	CLF (level) *3
Total Market	100	13.6	8.3	2.1	44.4
Africa	2.0	6.2	10.5	-1.6	40.0
Asia Pacific	33.3	17.6	11.3	2.6	48.0
Europe	21.4	13.7	7.6	2.7	49.6
Latin America	2.8	11.1	9.4	0.5	33.8
Middle East	13.5	14.7	4.4	4.1	45.8
North America	26.9	8.7	7.0	0.6	38.2

(*1) % of industry CTKs in 2023 (*2) Year-on-year change in load factor (*3) Load factor level



for air cargo in July. Growth was somewhat hampered by flight cancellations and airport closures in the USA and the Caribbean in relation to Hurricane Beryl. Demand on the Asia-North America trade lane, the largest trade lane by cargo volume, grew by 10.8 per cent year-on-year, while the North America-Europe route saw a modest increase of 5.3 per cent. July cargo capacity increased by 7.0 per cent year-on-year.

According to IATA, the Middle East carriers witnessed 14.7 per cent year-on-year demand growth for air cargo in the month of July. According to the report, the Middle East-Europe trade lane performed particularly well surging at 32.2 per cent, ahead of Middle East-Asia which grew by as much as 15.9 per cent year-on-year. July capacity increased 4.4 per cent year-on-year.

In July, Purchasing Managers Index for international manufacturing output indicated expansion at 50.2

tions and airport closures in the USA and the Caribbean related to Hurricane Beryl. Capacity increased 9.4 per cent year-on-year.

African airlines saw 6.2 per cent year-on-year demand growth for air cargo in July—the lowest of all regions and their lowest recorded figure in 2024. Demand on the Africa-Asia market increased by 15.4 per cent compared to July 2023. July capacity increased by 10.5 per cent year-on-year.

24% growth in global air cargo demand in August: Xeneta

Typically, air cargo market performance in August tends to follow the July trend. But another month of double-digit demand growth and the strongest rate growths of the year means there was no summer slack season in this year, said Niall van de Wouw, Chief Airfreight Officer, Xeneta.



CT Bureau

The global air cargo market's double-digit demand growth continued in August too with average spot rates showing their largest year-on-year growth of 24 per cent, as per the latest weekly analysis by Xeneta. Global average air cargo spot rates of US\$ 2.68 per kg in August were boosted by continuing supply-demand imbalance.

August's global cargo supply grew at its slowest ratio in 2024 to date at 2 per cent year-on-year, while global



Niall van de Wouw
Chief Airfreight Officer
Xeneta

cargo demand continued its double-digit growth, increasing at 11 per cent. The rise

“The market's performance in August follows the July trend. The rate of growth in the year means there is no summer slack.”

was supported by ocean-to-air shift due to Red Sea crisis and e-commerce demand.

e-commerce continued to display growth as the market continued to cruise towards

its peak season. According to Trade and Transport Group, e-commerce and low-value goods exports from China in the first seven months of this year increased by 30 per cent YoY. Notably, shipments to Europe and the USA recorded a growth of 38 per cent and 30 per cent, respectively.

“Typically, the market's performance in August tends to follow the July trend. But another month of double-digit demand growth and the strongest rate growths of the year means there was no summer slack season in this year,” Niall van

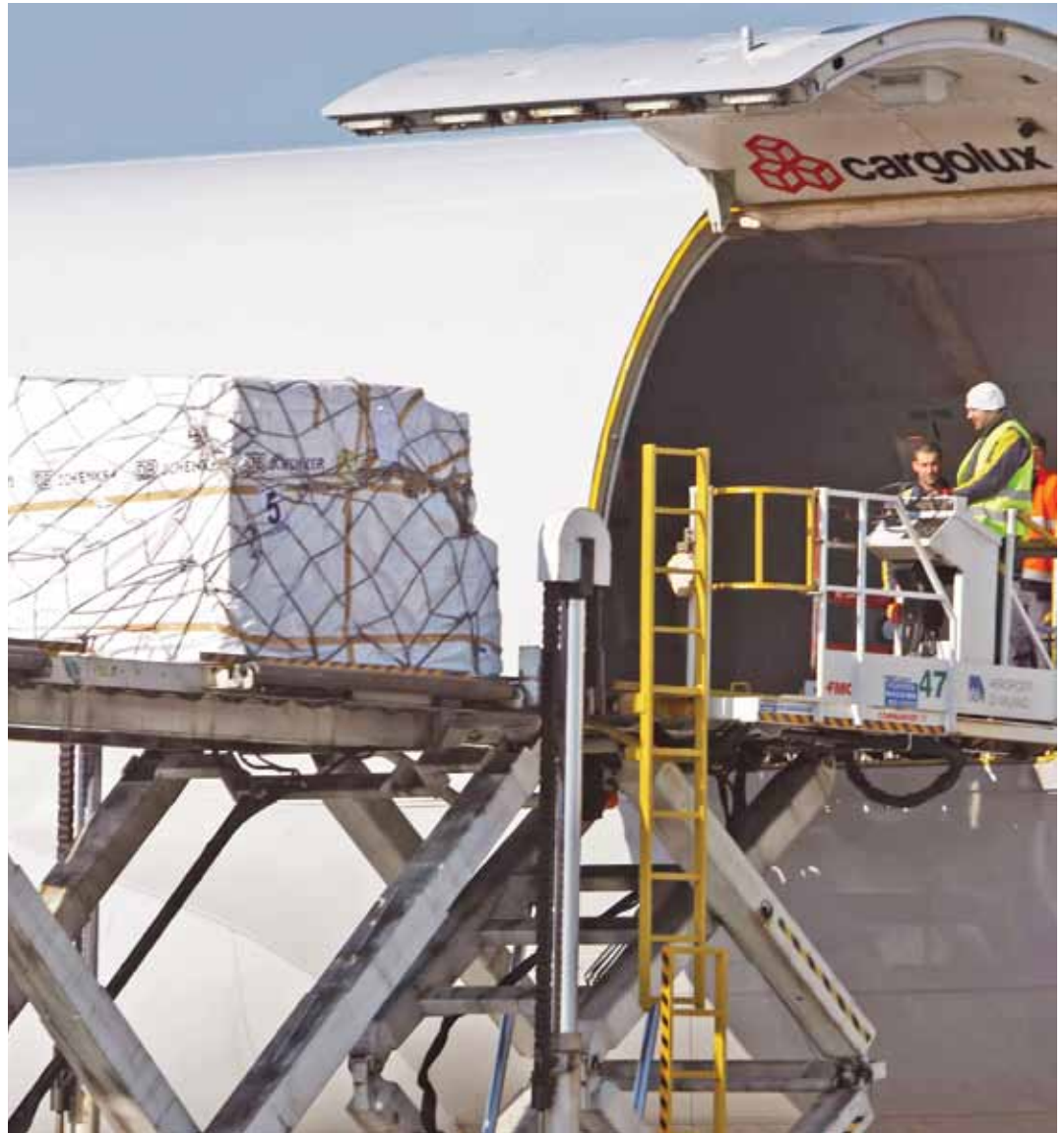


de Wouw, Chief Airfreight Officer, Xeneta, said.

“Air cargo rates, which bottomed out in late July, started picking up again in mid-August. This is too short a period to call a season. This has been a busy summer, and now we are at the threshold of Q4. It will be interesting to see what will happen (about the anticipation of a ‘hot’ season),” he said materialises.

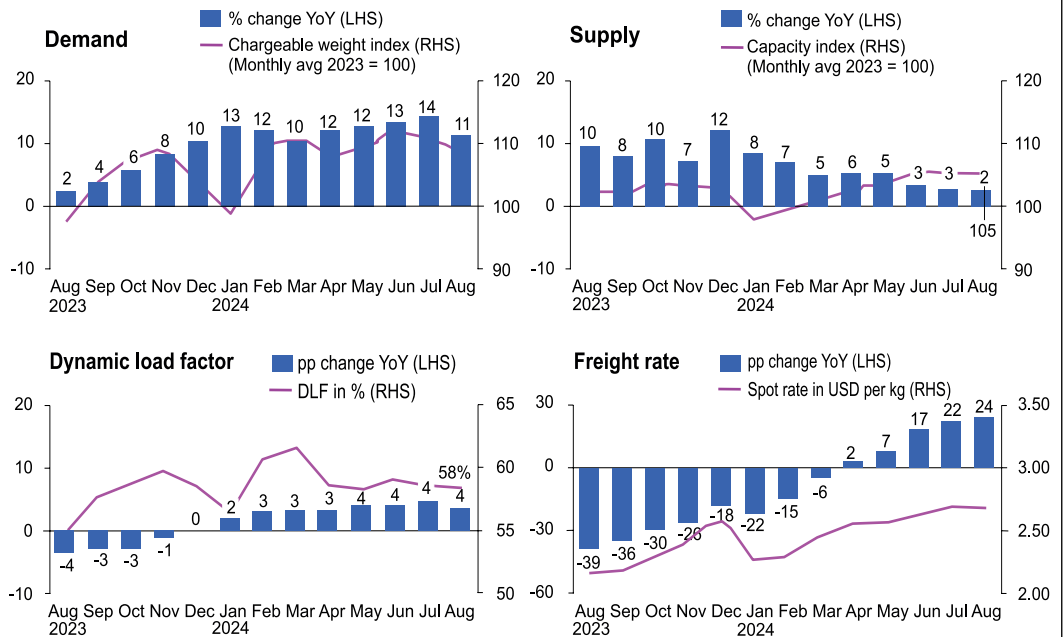
It is worth noting that the growth momentum of volumes slowed down in August compared to earlier this year. This, however, was anticipated, with the following months likely to follow suit. This is in part because demand in the corresponding months earlier in the last year was weaker compared to the peak in cargo volumes in fourth quarter of 2023.

In terms of dynamic load factor (DLF), Xeneta’s measurement of capacity utilisation based on volume and weight of cargo flown alongside available capacity, the supply/demand imbalance led to the global load factor increasing



Global air cargo spot rates showed their largest year-on-year corridors, in August 2024

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

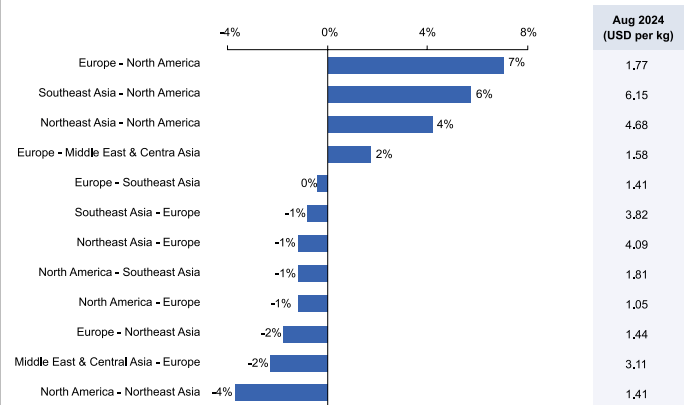


Note: LHS (or RHS) refers to the left-hand (or right-hand) side vertical axis. Source: Xeneta



Cargo rates to North America increased amid the traditional slack season

Air cargo spot rate month-over-month developments for selected global corridors, in August 2024 (Changes in percentage; rates in USD per kg.)



Source: Xeneta

4 percentage points year-on-year to 58 per cent in August.

Looking at month-on-month developments, the market saw spot rates soften (-1% month-on-month) in August, likely to reflect a slight cooling of ocean-to-air shift due to ocean shipping front-loading of imports.

Zooming into the corridor level, inbound North America air cargo rates among selected global corridors, registered the largest increase from a month ago during what is the industry's traditional slack season. Topping the list, Europe to North America air spot rates

rose 7 per cent from a month ago to US\$ 1.77 per kg in August. In addition to a low comparison base, the increase in Transatlantic freight rates could be a result of the surging transshipments originating from Asia. This is followed by Southeast and Northeast Asia to North America rates, which rose by 6 per cent and 4 per cent to US\$ 6.15 per kg and 4.68 per kg, respectively.

Europe to the Middle East and Central Asia rates, the last corridor in Xeneta's selected list to show growth, ticked up 2 per cent from a month ago to US\$ 1.58 per kg. For the inbound Europe air cargo mar-

ket from Asia and the Middle East, summer breaks and relief from Red Sea disruptions led to softened air cargo rates, down 1 to 2 per cent month-on-month.

Lastly, inbound Northeast and Southeast Asia spot rates from North America and Europe experienced the largest decrease up to 4 per cent from a month ago. This is due to the increased trade imbalance between fronthaul and backhaul trades. DLF from Asia-Pacific to Europe and North America stood at 86 per cent and 87 per cent, respectively, in August. In contrast, their return legs were below 45 per cent during the same period.

van de Wouw said, "September will be a good indicator of what Q4 of 2024 will bring. Let us see if the peak surcharges some carriers' are planning to implement will hold. The forwarders are more than prepared this year. And based on what we hear, they are spending a lot of time with the shippers on how to manage the unpredictable nature of these market conditions. We see financial and operational derisking going on but, if the heat is on, let us see what happens with all the contracts that are being negotiated."

He added, "We have seen rates increasing throughout the summer, which is not usually the case. Q4 will be busy in terms of volumes, but how busy? e-commerce demand will play a big role and with 30 per cent growth this year ex-China and a 37 million new downloads of the TEMU App

The market saw spot rates soften in August. They may reflect cooling of ocean-to-air shift due to ocean shipping frontloading of imports

in July, the indicators suggest demand for capacity, and this will impact the market on major corridors.

"I was speaking to a shipper last week; I told him you get a little bit nervous for Q4," van de Wouw said. "We should not be surprised if the market heats up in Q4 out of Asia. We expect to see a seller's market out of Asia and across the Atlantic due to the latter's reduction in winter capacity. We have had a hot summer, and we may have an even hotter autumn ahead."

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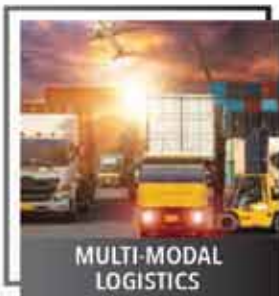
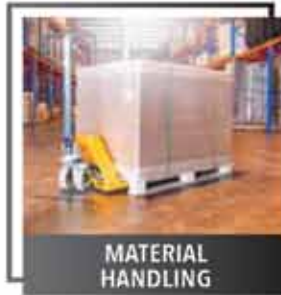
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Scaling up operations for demand surge in festive season

We increase capacity by improving warehousing, and fulfilment centres near to demand hubs. We use AI-driven demand forecasts and route optimisation to ensure timely deliveries during festive season. We adopt technology to ensure faster and accurate last-mile deliveries, says **Sandeep Kulkarni, COO, Allcargo Gati**.



CT Bureau

How does the festive season impact your logistics operations and overall capacity?

The festive season brings a surge in demand, leading to an impact on Allcargo Gati's logistics operations and overall capacity. With a sharp increase in shipments driven by time-sensitive orders from e-commerce and q-commerce players, the company scales up its operations by strengthening its sorting and fulfilment centres, expanding its workforce, and optimising last-mile delivery (LMD) processes.

To meet the festive demand, we enhance infra with advanced technologies such as data-driven route optimisation and expand workforce through additional staffing solutions.

What strategies do you implement to manage increased volumes?

To manage the increased volumes during the holidays, Allcargo Gati implements a



Sandeep Kulkarni
Chief Operating Officer
Allcargo Gati

“We have ramped up manpower by engaging six additional manpower supply services to meet the festive demand.”

multi-faceted approach. The company scales up its operations with advanced infrastructure, such as double deep racking and conveyors, to boost capacity and efficiency. Technological up-

grades, including data-driven route optimisation solutions, are adopted to ensure faster and accurate LMD. These strategies help the company efficiently handle the surge in orders and meet the heightened demand during the festive season.

How do you handle peak season workforce needs for training?

We have ramped up manpower at Allcargo Gati through the engagement of six additional manpower supply services to meet the demand on order processing and delivery during this festive season. We upgraded our sorting and fulfilment centres by adding double deep racking, conveyors, and improved hand-held terminals. It has made operations more digital, increased our capacity, and helped us work more. We have started using data for route optimisation, quickening LMD and making them more effective. These smart upgrades are going to help manage the volumes of the busy season well with maintaining quality in service.

Is there any tools or technology you use to streamline operations during such periods?

At Allcargo Gati, we have implemented many cutting-edge technologies to make sure that our operations run smoothly during the festive season. High-tech tools such as double-deep racking systems, elevators, and advanced hand-held terminals (HHTs) are used at our sorting and fulfilment centres to make the process faster and efficient. We have also digitalised our

centres' processes to cut down on the amount of work that needs to be done by hand to improve accuracy.

We also use data-driven route-optimisation tools to make sure that LMD happens faster, even when the demand is high. This enables us to handle more packages without slowing down or lowering the quality of service. These technologies, along with our capabilities, enable us to manage the surge in demand efficiently, while maintaining operational resilience.

Discuss the changes in your supply chain management practices during the festive season?

During the festive season, we transform our supply chain management over the holidays in order to meet the high demand from e-commerce and rapid commerce. We increase network capacity by improving warehousing, fleet, and fulfilment centre's proximity to demand hubs. We use AI-driven demand forecasts and route optimisation to assure efficiency and timely deliveries. Our external partners help us maintain operational flexibility and streamline LMD to satisfy expectations for same-day deliveries. These methods provide operations and surge in management.



FACT FILE

➔ Following a hike in shipments, the firm scales up operations by strengthening its sorting and fulfilment centres.

Niti Aayog, WRI organise summit to celebrate e-FAST

NITI Aayog, WRI India recently held a summit to celebrate two-years of e-FAST India, an initiative to support sustainable logistics. Spearheaded by NITI Aayog, the event was attended by 85 knowledge and industry partners whose contributions have driven the transition toward zero-emission freight.



Sustainability & innovation crucial for strategic growth

APL Apollo, being a producer of steel pipes and tubes, serves many industries. The firm has been force in altering building sector by emphasising innovation and sustainability. In addition to changing the face of the industry, we are promoting environmental-friendly future, says **Sanjay Gupta, CMD, APL Apollo.**



CT Bureau

In the world of modern construction, the materials used play a crucial role in determining the durability, safety, and efficiency of infrastructure projects. APL Apollo has been at the forefront of this transformation. By supplying high-quality steel tubes, the firm contributes to a range of infra projects, ensuring they stand the test of time.

CONSTRUCTION SOLUTIONS

Steel tubes have become an indispensable component in construction due to their versatility, strength, and sustainability. APL Apollo's steel tubes are engineered to meet the diverse needs of infrastructure projects, from residential buildings to large-scale industrial structures. Their use in construction not only enhances structural integrity but also provides flexibility in design, allowing architects and engineers to create innovative and efficient solutions.

STRUCTURAL INTEGRITY

One of the primary benefits



Sanjay Gupta
Chairman and Managing Director
APL Apollo

“APL Apollo's steel tubes are engineered to meet the needs of infrastructure projects—residential buildings to large industrial structures.”

of the company's steel tubes is their exceptional strength-to-weight ratio. This characteristic makes them ideal for use in high-rise buildings, bridges, and other structures that require robust support without



Skywalk at ITO, Delhi

adding excessive weight. The company's advanced manufacturing processes ensure that each tube meets stringent quality standards, providing reliable performance under various conditions.

For instance, in the construction of skyscrapers, APL Apollo's steel tubes are used to create strong frameworks that can withstand heavy loads and environmental stresses. Their ability to distribute weight evenly reduces the risk of structural failure, ensuring the safety and longevity of the building.

INNOVATIVE DESIGNS

Modern infrastructure projects frequently demand innovative and flexible designs to maximise space and functionality. APL Apollo's steel tubes are available in a wide range of sizes and shapes, offering unparalleled design flexibility. This versatility enables architects and engineers to explore creative solutions that were previously unimaginable with traditional materials.

For example, the use of square and rectangular steel tubes in the construction of commercial complexes and sta-

diums allows for sleek, contemporary designs with open spaces and minimalistic aesthetics. These tubes can be easily integrated into various architectural elements, enhancing both the visual appeal and practicality of the structures.

PROMOTING SUSTAINABILITY

As the world moves towards sustainable development, the construction industry is increasingly focusing on eco-friendly practices. APL Apollo is committed to sustainability, and its steel tubes play a significant role in promoting green building initiatives. Steel is a highly recyclable material, and APL Apollo's manufacturing processes prioritise energy efficiency and waste reduction. In infrastructure projects, the use of APL Apollo's steel tubes contributes to sustainability by reducing the overall carbon footprint.

Their durability ensures long-lasting performance, minimizing the need for frequent repairs or replacements. Additionally, steel's recyclability means that at the end of a structure's life cycle, the materials can be reused, reducing environmental impact.



Kempegowda International Airport



Sustainable cargo ops in focus @Noida International Airport

Upcoming Noida International Airport (NIA), also known as Jewar Airport, will serve as the one-stop-shop for all your cargo needs. It will offer multiple cargo solutions. In phase I of the airport's development, 2.5 lakh tonnage of cargo will be handled, says **Christoph Schnellmann**, CEO.



Akash Tyagi

When can we expect the airport to become operational?

NIA is progressing on schedule, aiming for validation from the flights, and filing of aerodrome license application by December 2024. Commercial operations at the airport are scheduled to begin by the end of April 2025.

How will the airport address sustainability and environmental concerns?

NIA will develop as a world-class airport with a focus on environmentally conscious development and an ambitious net-zero emission philosophy. Sustainability has been an important consideration for the airport's design from the outset and some of the key criteria based on which we selected the airport's planning and de-



Christoph Schnellmann
CEO
NIA

sign teams, construction partners, and concessionaires. In the terminal, passive measures such as natural lighting, natural ventilation, and glare protection will help improve the cargo experience and reduce the CO₂ footprint and energy costs. Beyond design, NIA is embracing sustainable technologies, including renewable energy, rainwater harvesting, on-site waste and sewage treatment, EV charging infra, and electric ground support

equipment. During construction, minimising environmental impact was a priority.

As many as 580 trees have been transplanted, and the airport will boast 133 hectares of green space. Furthermore, our EPC contractor has leveraged breakthrough technology

“In its phase I, the hub will handle an annual capacity of two lakh tonnes, which will steadily expand to two million tonnes in final phase.”

from Nanogen Catalyst in a bid to enhance the binding efficiency of cementitious material, providing high material performance, while reducing carbon emissions during construction.

What steps were taken to ensure NIA integrated well with existing infrastructure?

NIA is located adjacent to the Yamuna Expressway, a 31-km expressway being built to connect the airport to the Delhi-Mumbai Expressway at Ballabgarh. Rail linkage via RRTS is planned to connect the airport to nearby areas. Future high-speed rail linkage from Delhi to Varanasi could include a halt adjacent to the airport. We awarded the concession for a MMCH to Air India SATS. Construction work for the MMCH kicked off in September last, is underway. Spanning over 80 acres of land, the MMCH will serve as a gateway for many cargo needs catering to diverse industries and businesses in NCR and Uttar Pradesh. In its phase I, the hub will handle an annual cargo capacity of two lakh tonnes, which will steadily expand to two million tonnes in the final phase. 📌

'Investment, technology empower TT Group to gain new heights'

The pandemic was one of the biggest challenges the group faced, but it also presented a unique opportunity. With respect to air cargo logistics, the sudden shift from a full schedule to no flights almost overnight, was a critical test of the group's agility, says **Arun Vasu, Chairman & Managing Director**.



How do you describe the group's journey over the past 40 years?

We were fortunate over the past 40 years to build on a solid foundation, and this legacy has allowed the TT Group to navigate the evolving landscape of the air cargo and logistics industry. One of the key milestones for TT Group has been our long-standing partnership with IAG Cargo, which began in 1984. Securing the All India GSSA in 2002 was a pivotal moment for us, followed by an expansion in 2018 when we took on the responsibility of managing processes for IAG Cargo in markets abroad.

Our foray into new sectors also played a vital role in our growth, starting with our entry into the FPMC business in 1992 as one of the first licensees in India. We pioneered the visa outsourcing business in 2000, working with foreign embassies, and ventured into insurance broking in 2005, again as one of the early licensees. We further diversified into the trucking business in 2010, adventure water sports in 2012, and the hospitality industry in 2021. These milestones reflect the trust and confidence our business partners have placed in us and our people.

What are the challenges the firm faced, and how did you overcome them?

Covid-19 was one of the biggest challenges we faced and it presented a unique opportunity. With respect to air cargo logistics, the shift from a full



Arun Vasu
Chairman and Managing Director
TT Group

“As we celebrate 40 years, the partnership with IAG Cargo and other biz continue to stand as cornerstone of our success.”

schedule to no flights almost overnight, was a critical test of our agility. After resumption of flights post-pandemic, the landscape had changed, with cargo-only flights becoming the norm. Our ability to adapt swiftly was underpinned by business continuity plans and technology investments. These measures empowered our teams to meet the demands of the new reality and ensure cent per cent compliance with all processes. It was this adaptability that enabled us to navigate the crisis successfully.

How has the group's mission and vision evolved over the past 40 years?

Our vision has always been to be the preferred partners

by delivering value to our clients. This vision is the group's guiding principle even as the industry has evolved. Over the past 40 years, our commitment to this goal has only deepened. At the TT Group, delivering value is not just a goal—it is a core belief that drives every aspect of our business.

What roles did employees and company culture played in reaching this milestone?

Our employees and company culture have been vital in reaching this milestone. We take pride in our people and have always prioritised managing our organisation with a high level of professionalism. Continuous investment in training and coaching ensures that our teams are equipped to excel, while our robust performance management system aligns with every individual and the company's strategic goals.

But it is not all about work—we believe in fostering a balanced and engaging workplace. From Fun Fridays and quizzes to festival celebrations, we take fun seriously, and we are thrilled to see our teams actively and enthusiastically participated in these activities. This vibrant culture has been a key ingredient in our enduring success.

What are your group's plans, and how do you see it evolving over the next decade?

Our commitment to investing in technology and our

people will remain central to our strategy moving forward. I am focused on leveraging these investments to position TT Group as a leader in the air cargo and logistics sector. Over the next decade, we aim to continue innovating, enhancing our capabilities, and expanding our reach to meet the evolving needs of our clients and the industry.

What advice would you give future leaders to ensure the group's success for the next four decades?

TT Group has a long and proud legacy of building and sustaining strong partnerships within the air cargo industry. This has been possible because we operate with the highest levels of transparency, integrity, and trust. We take ownership of our mistakes with the same passion that we celebrate our successes. My advice to future leaders is to uphold these values—continuing to foster trust, transparency, and accountability will be key to ensuring that the TT Group's success for the next 40 years and beyond.

FACT FILE

- Investment in training and coaching ensures our teams are equipped to excel.
- From Fun Fridays and quizzes to festival celebrations, we take fun seriously, and are thrilled to see our teams actively participate in these activities.

Navigating turbulence: Air cargo's key role in global trade efficiency

Global trade depends on air transport. Jet fuel costs have a direct impact on the air freight costs. Wars, lockdowns have been affecting trade and oil pricing. Focusing on operational efficiency can help reduce expenses and encourage growth in aviation—a vital component of complex global trade system.



Air cargo is changing the face of global freight trends by emphasising efficiency and speed, which makes it perfect for high-value and time-sensitive goods. It facilitates just-in-time inventory strategies, supports the growth of e-commerce, and improves global connectivity. Technological innovations such as automation and real-time

“The Russia and Ukraine conflict, which began in 2022 & created many no-fly zones, hampered aviation sector.”

tracking increase efficacy, but the sector is also emphasising sustainability through greener operations. Furthermore, air cargo is essential for keeping supply chains resilient, particularly in the event of major world disruptions. WIZ has been actively working in the

segment, to provide real time data, sustainable route options, and saving time. The conflict between Russia and Ukraine, starting in 2022, brought along the imposition of various sanctions and the creation of a few no-fly zones, which hampered the aviation sector.

The impact of the conflict was especially felt by specific trading partners and across key markets. The start of the war prompted a surge in global oil prices. However, the opportunity to find alternative sources of fuel and destination markets will help to offset some of these potential impacts over the next few years. IATA and ICAO are working together to find a way out to reduce the challenge that the industry is facing for smoother operation across borders, which helps in fuel optimisation and reduction of carbon footprint.

International trade in manufactured goods depends heavily on-air transport as part of its global supply networks. Furthermore, Jet fuel

costs always have a direct impact on the air freight costs. Wars and, earlier, the Covid-19 lockdowns have been affecting the trade and oil pricing. In the next few days, the volumes will continue to increase. Focusing on operational efficiency could help reduce expenses and promote additional growth in aviation—a vital component of the global trade system.

Through joint initiatives that boost productivity and reduce expenses, industry alliances can be helpful in easing the effects of growing fuel prices on airlines. Airlines, for example, may pool their purchasing power to negotiate and hedge favourable fuel prices because of their larger volume of purchases. A few African airlines banded up in 2022 to stop the fuel price problem.

The recovery from Covid-19 has brought potential issues and necessary adaptations, including changes in airline operations and consumer behaviour. We can observe

that business is expanding more quickly, particularly in India, and that customers are finding it challenging to ship their goods by air because of frequent disruptions and capacity limitations.

Thankfully, there are some airlines placing large orders to increase belly space, and there is an increase in the number of people wanting to travel to, from, and within India. Last year, nearly 50 new domestic and international air routes were announced starting August 2023 by airlines such as Air Canada, Atlantic Airways, IndiGo, Air India, Air Kerala, and others to meet a rising demand from consumers.

The Union Ministry of Aviation has been working constantly on the development of the air freight market in the country to achieve 10 MMT by 2030 with many factors, including the Open Sky policy and the National Logistics Policy. In addition to this, introducing the sea air policy and making India a gateway for this will help the growth of Indian carriers.



Gautham R
Senior Manager – Global Air Product
Head of Air Imports at WIZ

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

Cold chain experts tackle workforce and tech gaps

Lack of skilled workforce and limited technology access leads to inefficiencies in monitoring temperature controls. Regulatory complexities and regional disparities pose hurdles. The event was crucial platform for industry stakeholders to meet and discuss issues affecting temperature-controlled logistics sector.



Ritika Arora Bhola

Cold chain logistics in India faces significant challenges. These include poorly maintained roads, insufficient cold storage facilities, and reefer vehicles among others, which hinder the transportation of perishable and pharmaceutical products.

The lack of skilled workforce and limited access to technology can lead to inefficiencies in monitoring temperature controls. Regulatory complexities and regional disparities also pose hurdles, complicating compliance and consistency in operations.



Also, high costs associated with maintaining temperature-sensitive supply chains can be prohibitive for smaller players thus impacting overall industry growth, pharma shelf-life, and food security.

To address the same, the logistics industry's highly-awaited event focused on all aspects of cold chain business—Cold Chain Unbroken (CCUB) 2024 was recently held in Hyderabad of Telangana State.





AVPS Chakravarthi, Managing Director, World Packaging Assn and Sundeep Prakash, IRS, Chief Commissioner, GST & Customs Zone, Hyderabad, attended the event as the Special Guests.

The event served as a crucial platform for the industry stakeholders to meet and discuss issues affecting the temperature-controlled logistics sector. The insightful, comprehensive and informative panel discussions covered a wide range of topics such as cold chain infrastructure, dangerous goods management, airports becoming powerhouses with superior cold storage facilities, technology, and drones improving the last-mile deliveries. The challenges and opportunities in the sector, hazardous materials in cold chain, safety, compliance, and innovation, developing sustainable warehousing for cold chain, tech-driven cold supply chains for better visibility and efficiency, trends in supply chain, advancements



in cold chain packaging and unlocking potential in ocean and rail, were also discussed.

The event was graced by the top industry stakeholders from across the globe from different sectors such as—airports, airlines, freight forwarders, ground handlers, technology experts, container manufacturers, cold chain end-users, and pharmaceutical companies. The professionals not only participated



in panel discussions but also got an opportunity to visit the exhibition area wherein top cold chain companies showcased their innovative products. International giant SkyCell also organised a workshop to discuss about their cost-effective and advanced products, offerings, and solutions in the Indian market.

Csafe, the only provider of end-to-end cold chain ship-

ping solutions, including active and passive bulk air cargo, parcel and last mile solutions, also opened its exclusive cold storage facility in Hyderabad near the airport. IT Minister D Sridhar Babu was invited as the Chief Guest for the ceremony. Overall, the event served as a platform that offered cutting-edge solutions, provided great opportunity to collaborate, network and explore potential opportunities.

Family Albums on next page ▶









Third freighter in One Air's fleet to meet strong cargo capacity

Boeing 747-400ERF offers a capacity of 124,000 tonnes and aims to meet strong cargo capacity in Asia and Europe. The additional capacity, says **Paul Bennett, Chairman & CEO, One Air**, will enable them to provide more space to its clients. The carrier plans to add fourth freighter to its fleet in the first half of 2025.



CT Bureau

British cargo airline, One Air, has added a third Boeing 747 freighter to its fleet to meet demand for capacity in Asia and Europe. The Boeing 747-400ERF has joined One Air on a five-year lease from AeroTransCargo FZE and completed its first flight for the airline in mid-September from Hong Kong to East Midlands Airport in the UK.

The Boeing-built freighter is the first aircraft in One Air's fleet to offer a nose door as well as a side door for loading and unloading. The 747-400ERF version also offers a higher payload capacity of up to 124,000 kg.

"Our business case was always based on the high demand for a British cargo airline, and this is being borne out by the



Paul Bennett
Chairman & CEO
One Air

volume of flights we are operating. The arrival of our third Boeing 747-400 ERF with its increased capacity and capability will enable us to provide more availability to our growing client base. We are pressing ahead with our future fleet plans and expect to add one more freighter in the first half of 2025 based on our current growth plan," Paul Bennett, Chairman & Chief

“The new Boeing freighter in our fleet will provide more capacity—124,000 tonnes—to our clients.”

Executive Officer, One Air, said. One Air commenced B747F flights in July 2023 after receiving its Air Operator certification from the United Kingdom Civil Aviation Authority and added a second 747-400 aircraft to its fleet in December to support its growing flying programme between China, Hong Kong and Europe.

The airline's first 12 months of charter operations included flights from airports across the UK, including London Heathrow, London Stan-

sted, East Midlands Airport, Birmingham, Doncaster/Sheffield, Glasgow Prestwick, and Cardiff cities.

Supporting its growing client base of freight forwarders, logistics providers, and charter brokers, One Air's 747s have also served points in Europe, the Middle East, and Asia, Almaty, Amsterdam, Astana, Châteauroux, Hahn, Hong Kong, Jinan, Larnaca, Maastricht-Aachen, Muscat, Shannon, and Singapore.

Most recently, as well as ad hoc charter flights, One Air has been operating a contract for seven 747F flights a week ex Hong Kong into Europe carrying general cargo.

Earlier this year, One Air announced it was starting regular flights using East Midlands Airport (EMA) for the United Kingdom flight operations. With its favourable slot availability and fewer restrictions for all-cargo aircraft, the central UK airport

The freighter is the first aircraft in One Air's fleet to offer a nose door and a side door for loading and unloading

is now the destination point for the airline's weekly flights from Hong Kong. This strong demand also reflects the successful commercial activities of Air One Aviation, the airline's launch international sales agency. 🚀



Now, Group Concorde is IAG Cargo's GSA in 8 countries

Group Concorde has been appointed as GSA for IAG Cargo across eight countries. This opportunity aligns perfectly with its mission to provide exceptional cargo solutions and enhance the firm's global network, says Prithviraj Chug, Chief Executive Officer, Group Concorde.



CT Bureau

IAG Cargo, the cargo division of International Airlines Group (IAG), has appointed Group Concorde as its General Sales Agent (GSA) across eight countries. This partnership signifies expansion of cargo operations and customer service in Cambodia, the Philippines, Myanmar, Malaysia, Indonesia, Vietnam, Australia, and New Zealand for the two companies.

Over the next three months, Group Concorde will assume responsibility for cargo sales operations in

these key markets. Leveraging its extensive industry experience and robust network to drive growth and efficiency, Group Concorde will focus on driving growth and enhancing efficiency.

This collaboration will amplify IAG Cargo's market presence in these regions with access to IAG Cargo's network and services. "We are honoured to be appointed as IAG Cargo's GSA in these markets. This opportunity aligns perfectly with our mission to provide cargo solutions and enhance our global network. We look forward to working closely



with IAG Cargo to deliver unparalleled service and support to our customers," Prithviraj Chug, CEO, Group Concorde,

said. IAG Cargo views this partnership as a pivotal step in strengthening its presence in the APAC region.

AI Hackathon for logistics sector held

Hans Infomatic hosted the first-ever AI-focused hackathon for the logistics industry. The event was held with an objective to boost business efficiency and operational agility. The event kicked off with future potential of AI applications in streamlining logistics processes and optimising SCM.



CT Bureau

Hans Infomatic hosted the AI-focused hackathon for the logistics industry, titled 'Algnite..Code The Future 2024', to bring together software developers and industry experts to explore the role of AI in logistics



operations, aiming to boost business efficiency and operational agility.

Parvinder Singh, MD, Hans Infomatic, and two other directors, Tajinder Kaur

and Padma Handa graced the occasion. Singh gave a welcome speech and shared the firm's vision behind this initiative. The hackathon featured software developers from various regions who

showcased their coding skills and building cutting-edge AI applications tailored to the logistics sector.

The event kicked off with discussions on the future potential of AI applications in streamlining logistics processes and optimising supply chain management (SCM). Developers competed to craft the best AI-driven solutions for enhancing efficiency in areas such as predictive analytics among others. The event was held with various teams of software developers participating and showcasing innovative coding skill. The winners were also rewarded as a step to motivate.

Developers competed to craft AI-driven solutions for enhancing efficiency in predictive analytics among others



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Estimates for selected major commodities for August 2024

Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		AUG '23	APR '23- AUG '23	AUG '24	APR '24- AUG '24	AUG '24	APR '24- AUG '24
1	Tea	77.40	305.20	88.97	355.72	14.96	16.55
2	Coffee	88.85	540.80	150.65	774.07	69.55	43.13
3	Rice	939.02	4740.77	787.42	4426.06	-16.14	-6.64
4	Other cereals	36.21	353.61	12.15	84.59	-66.43	-76.08
5	Tobacco	153.24	572.85	206.03	779.37	34.45	36.05
6	Spices	281.95	1685.40	335.88	1760.64	19.13	4.46
7	Cashew	27.74	137.32	29.64	118.24	6.84	-13.89
8	Oil meals	124.89	678.83	111.73	574.37	-10.54	-15.39
9	Oil seeds	92.65	590.88	100.15	555.47	8.09	-5.99
10	Fruits & vegetables	287.58	1351.79	282.30	1403.62	-1.83	3.83
11	Cereal preparations & miscellaneous processed items	246.88	1160.40	265.68	1275.28	7.62	9.90
12	Marine products	679.68	3049.91	552.28	2751.82	-18.74	-9.77
13	Meat, dairy & poultry products	391.39	1693.34	429.86	1809.80	9.83	6.88
14	Iron ore	221.88	1280.42	100.51	995.32	-54.70	-22.27
15	Mica, coal & other ores, minerals, including processed minerals	373.51	1903.36	365.54	1878.66	-2.13	-1.30
16	Leather & leather products	407.90	1906.04	408.18	1875.61	0.07	-1.60
17	Ceramic products & glassware	413.66	1866.64	317.72	1657.06	-23.19	-11.23
18	Gems & jewellery	2600.43	12433.26	1999.06	11099.00	-23.13	-10.73
19	Drugs & pharmaceuticals	2242.93	10968.57	2347.57	11862.94	4.67	8.15
20	Organic & inorganic chemicals	2191.05	11369.02	2373.43	11757.10	8.32	3.41
21	Engineering goods	9048.65	44534.66	9442.89	46410.81	4.36	4.21
22	Electronic goods	2158.72	11140.77	2328.25	13569.58	7.85	21.80
23	Cotton yarn/fabs./made-ups, handloom products etc.	1113.68	4881.94	1008.51	4893.29	-9.44	0.23
24	Man-made yarn/fabs./made-ups etc.	412.08	1963.49	418.63	1989.59	1.59	1.33
25	RMG of all textiles	1133.50	5970.09	1268.17	6395.07	11.88	7.12
26	Jute mfg, including floor covering	32.33	156.26	37.26	145.75	15.24	-6.72
27	Carpet	117.96	555.56	128.47	614.96	8.90	10.69
28	Handicrafts, excl. handmade carpet	142.05	670.18	152.26	698.53	7.19	4.23
29	Petroleum products	9541.09	35288.81	5957.16	31836.71	-37.56	-9.78
30	Plastic & linoleum	687.17	3290.69	763.28	3618.77	11.08	9.97
	Sub-Total	36266.09	167040.85	32769.66	167967.78	-9.64	0.55
	GRAND TOTAL	38284.78	176671.44	34714.70	178682.45	-9.33	1.14

Note 1: Exports include Re-Exports.

Note 2: The figures for AUGUST 2024 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 August 2024

Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		AUG '23	APR '23- AUG '23	AUG '24	APR '24- AUG '24	AUG '24	APR '24- AUG '24
1	Cotton raw & waste	74.90	362.13	104.89	343.18	40.03	-5.23
2	Vegetable oil	1881.19	7035.42	1569.59	7652.58	-16.56	8.77
3	Pulses	244.15	949.34	319.84	1761.70	31.00	85.57
4	Fruits & vegetables	187.85	987.77	215.50	1153.81	14.72	16.81
5	Pulp and waste paper	189.45	784.86	178.79	823.88	-5.63	4.97
6	Textile yarn fabric, made-up articles	216.07	935.79	220.74	978.61	2.16	4.58
7	Fertilisers, crude & manufactured	653.82	4662.83	535.15	3509.54	-18.15	-24.73
8	Sulphur & unroasted iron pyrites	13.86	90.90	10.36	64.38	-25.23	-29.18
9	Metaliferrous ores & other minerals	889.60	3967.61	1081.14	4355.02	21.53	9.76
10	Coal, coke & briquettes, etc.	2566.30	16837.47	2794.24	15117.57	8.88	-10.21
11	Petroleum, crude & products	16293.01	69955.36	11017.66	76385.69	-32.38	9.19
12	Wood & wood products	576.20	2741.96	647.63	2768.95	12.40	0.98
13	Leather & leather products	69.30	399.68	118.22	486.35	70.60	21.68
14	Organic & inorganic chemicals	2164.73	11829.07	2623.99	12356.53	21.22	4.46
15	Dyeing/tanning/colouring materials	1000.09	2508.30	419.38	1834.35	-58.07	-26.87
16	Artificial resins, plastic materials, etc.	2197.55	9582.02	2212.55	9736.52	0.68	1.61
17	Chemical material & products	2200.48	6824.34	1032.46	4840.20	-53.08	-29.07
18	Newsprint	54.26	206.47	48.41	211.48	-10.78	2.42
19	Pearls, precious & semi-precious stones	2026.12	10227.57	1309.51	8023.72	-35.37	-21.55
20	Iron & steel	2293.77	9258.66	2260.97	9261.53	-1.43	0.03
21	Non-ferrous metals	1940.27	9220.73	2371.14	10762.75	22.21	16.72
22	Machine tools	419.62	1905.75	485.34	2246.33	15.66	17.87
23	Machinery, electrical & non-electrical	4512.80	20606.95	4973.44	21464.26	10.21	4.16
24	Transport equipment	2415.43	11108.17	2586.18	12978.28	7.07	16.84
25	Project goods	298.29	572.76	244.84	499.48	-17.92	-12.80
26	Professional instrument, optical goods, among others	689.20	3103.19	689.41	3369.77	0.03	8.59
27	Electronic goods	7913.01	35431.97	8923.96	39477.04	12.78	11.42
28	Medicinal & pharmaceutical products	770.46	3451.98	750.11	3645.88	-2.64	5.62
29	Gold	4938.51	18139.34	10060.19	22702.56	103.71	25.16
30	Silver	159.09	374.01	1315.75	1964.19	727.06	425.18
	Sub-Total	59849.36	264062.40	61121.38	280776.14	2.13	6.33
	GRAND TOTAL	62298.15	275830.91	64357.26	295323.50	3.31	7.07

Note 1: Imports include Re-Imports.

Note 2: The figures for AUGUST 2024 are provisional.

Note 3: Grand total is inclusive of component 'Other'.

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

Contd. on next page ▶



Innovative dock levelers promise efficiency in freight handling

Engineered for the most demanding environments, new and innovative dock levelers of Gandhi Automations offer electro-hydraulic, pneumatic, and mechanical dock levelers. Designed to meet EN 1398 safety standards the dock levelers ensure fast, and smooth transitions between vehicles and loading bays.



CT Bureau

Gandhi Automations offers a range of innovative solutions such as dock levelers, which play a crucial role in enhancing the efficiency and safety of loading and unloading operations. The firm offers electro-hydraulic, pneumatic, and mechanical

Available in capacities of 6, 9, and 12 tonnes, the dock levelers are versatile enough to meet a range of operational needs

dock levelers, each designed to ensure fast, smooth, and safe transitions between vehicles and loading bays. Designed to meet EN 1398 standards, the dock levelers are engineered for the most demanding environments. The platform surface features an MS almond-

shaped anti-slip checkered plate, with a robust 12+2 mm thickness, providing enhanced durability and safety for optimal performance. Available in capacities of 6, 9, and 12 tonnes, our dock levelers are versatile enough to meet a range of operational needs.

To meet diverse loading needs, we provide a comprehensive range of dock levelers:

Radius Lip Dock Levelers: Available in various sizes and capacities, these dock levelers connect the dock with the truck bed, facilitating easy drive-on and drive-off operations for forklifts and other equipment. Their self-cleaning lip-hinge system prevents the accumulation of dust and dirt, ensuring smooth operation.

Telescopic Lip Dock Levelers: Ideal for situations where vehicles cannot dock closely, such as sea containers or side-loading railway wagons, these levelers come with an extendable lip that can reach up to 1 metre, pro-




viding flexibility in various loading scenarios.

Edge-of-Dock Levelers: these levelers are ideal for facilities without an existing pit, where the height difference between the loading dock and the truck bed is minimal. They are particularly suited for environments with consistent truck heights, such as warehouses, distribution centres, and retail facilities.

They offer an efficient, space-saving solution for quick loading and unloading in locations where installing a pit-style leveler is not feasible. They offer reliable perfor-

mance and safety for efficient loading operations.

Forklift Roll-Off Barrier Lip Dock Levelers: Our newly introduced levelers include a run-off protection feature that prevents accidental forklift roll-off when the overhead door is open, and no trailer is present. This leveler combines the benefits of hydraulic dock levelers with the added security of a robust barrier.

All our dock levelers can be seamlessly interlocked with existing doors and vehicle restraint systems, ensuring top-notch performance and security in every loading operation. 

Vande Cargo Train unveiled to boost logistics operations

Vande Cargo Train is set to enhance movement of freight across the country at the speed akin to that of an airplane. Showing the green flag to the train by comes on the heels of the Indian Railways' ambitious projects, including Vande Bharat Express, Amrit Bharat Train, and Vande Metro Train.



CT Bureau

The Indian Railways has unveiled the first look of the Vande Cargo Train, a significant advancement in the country's logis-

This freight train aims to revolutionise how parcels are ferried, drawing inspiration from the efficiency of air travel

tics and transportation sector. This innovative freight train aims to revolutionise the way parcels are transported, drawing inspiration from the efficiency of air travel. With the promise of streamlined delivery processes akin to that of an airplane, the Vande Cargo Train is set to enhance the movement of goods across the nation. The introduction of the Vande Cargo Train comes on the heels of several other ambitious projects by the Indian Railways, including the Vande Bharat Express, Amrit Bharat Train, and Vande Metro Train. ↴



Challenge Group: New flights to India

This brings the Challenge Group's total to five weekly flights into India, including three exclusively to Mumbai. New service will operate on Wednesdays and Sundays. These flights will boost connectivity for essential industries and provide-needed capacity for temperature controlled, time-sensitive, hi-tech shipments.



CT Bureau

Challenge Group has announced the expansion of its operations in India with the introduction of two weekly cargo flights to Delhi, starting October 3, 2024. This brings the Group's total to five weekly flights into In-

The new service will operate on Wednesdays and Sundays using the Challenge Group's growing fleet of Boeing 767F aircraft

dia, including three into Mumbai. The new service will operate on Wednesdays and Sundays using Challenge Group's growing fleet of Boeing 767F aircraft, with a capacity of approximately 52 tonnes each.

"Delhi is a significant hub for international trade, and our new routes reflect our commitment to supporting India's growth as a key player in the world economy," Or Zak, Chief Commercial Officer, Challenge Group, said.

"These flights will not only boost connectivity for essential industries but also provide the much-needed capacity for temperature controlled, time-sensitive, hi-tech shipments, along with other complex verticals." ↴



Cold chain infra unable to fulfill demand for frozen food

The Indian cold chain market has reached ₹1.82 crore in 2022. This growth may continue, with market projected to reach ₹3.80 crore by 2028, indicating CAGR of 12.3% from 2023 to 2028. Investing in improved cold chains and post-harvest infra will help in tackling global hunger challenges.



The current cold storage and transportation capacity cannot keep pace with the ever-increasing demands, and this is exerting pressure on the underlying infrastructure, which is facing many similar challenges. These are as follows:

Inadequate cold chain Infrastructure: India faces difficulty in fulfilling increasing demand for frozen food and perishables considering the available space for cold storage. This surge is fuelled by increasing consumption of perishables, alongside the rise of e-commerce and processed food. There is an imbalance in the cold storage capacity at the national level as the maximum number of facilities are concentrated in the northern region.

The lack of specialised transportation units such as refrigerated trucks and con-

As many workers lack training, hence an upskilling and reskilling initiative should be implemented

tainers adds cost burden due to investments in acquiring appropriate equipment. Power shortages are so common they disrupt temperature control, leading to spoilage of products.

Financial strain: Building and maintaining efficient cold chain systems requires investments, which must adhere to various regulations and established global protocols bringing a financial burden for the industry stakeholders. Therefore, it has become a must for them to make these invest-

ments to stay competitive in the market.

Lack of skilled workers: Currently there is a shortage of skilled workers to operate and maintain new cold chain systems. Many workers lack training to handle perishable goods, which can lead to spoilage before the products reach consumers. Hence an upskilling and reskilling initiative should be implemented by the government and private sector.

Addressing these challenges can bridge the gap between current capacity and future demands. This will ensure sustainable management of perishable goods in India.

GOVERNMENT INITIATIVES

Pradhan Mantri Kisan Sampada Yojana: Launched in 2017 with an investment of ₹4600 crore to modernise the food processing industry till

2026. A key focus is on creating robust cold chain infrastructure under its 'Integrated Cold Chain and Value Addition Infrastructure' scheme for horticultural and non-horticultural produce. This initiative promotes seamless cold chain facilities from farms to consumers, with improved collection, storage, transportation, and basic processing of agricultural produce.

As of December 31, 2022, it has created 8.38 lakh MT of cold storage capacity. The Union Ministry of Food Processing Industries has approved 39 Mega Food Parks and 298 Integrated Cold Chain projects nationwide to address gaps in the food supply chain and build out the Cold Chain Grid. As per the Ministry, this scheme is projected to impact 28,49,945 farmers by 2026 and create 5,44,432 direct and indirect employment avenues, contributing

- 35 per cent of the capital cost for projects in general areas with a capacity above 5,000 MT and up to 10,000 MT
- 50 per cent of the capital cost for projects in the North-east, hilly, and scheduled areas with the same capacity range

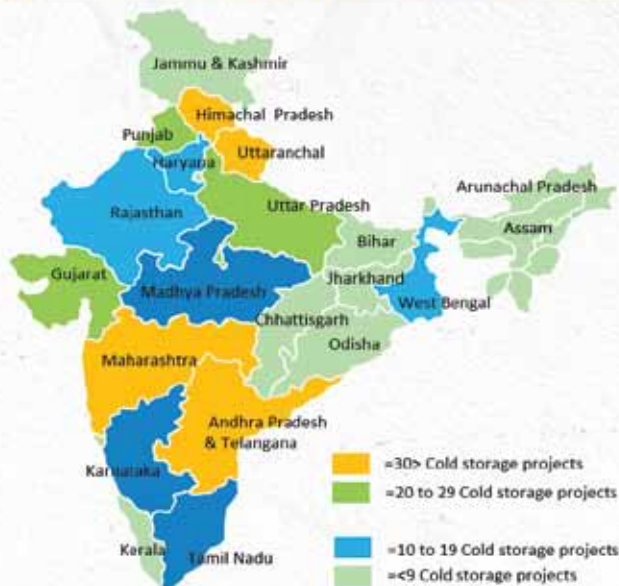
India is focusing on building a robust cold chain infrastructure, this will not only enhance food security but also create a ripple effect that will boost the income of farmers, create new employment opportunities, and ultimately fuel the growth of the food processing sector and rural economy.

COLD CHAIN STORAGE TRENDS

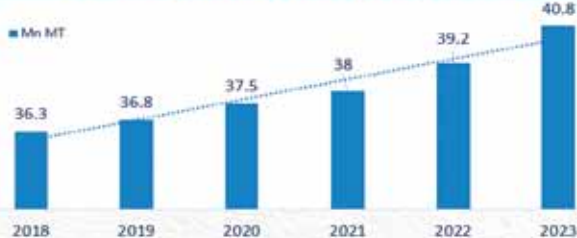
Increased transparency: In recent times there has been

COLD CHAIN INFRASTRUCTURE DEVELOPMENT

Cold Storage Projects by States, India, 2023



Cold Storage Capacity (Mn MT), India(2018-2023)



Top 5 Indian states with Cold storage capacity (2022)

State/Union Territory	In Metric Tonnes
Uttar Pradesh	14,875,987
West Bengal	5,948,316
Gujarat	3,888,425
Punjab	2,451,501
Andhra Pradesh and Telangana	1,703,321

- The majority of cold storage capacity in India is used for perishable items such as fruits and vegetables and biopharmaceutical products.
- To encourage the development of the nation's cold chain infrastructure, the government has introduced several schemes and programs, including financial support for the establishment of cold storage facilities.

Source: Ministry of Agriculture and Farmers' Welfare, Government of India.

significant transformation taking place in cold chains, marked by the widespread adoption of cutting-edge technologies such as the integration of the Internet of Things, which provides real-time tracking and unprecedented visibility throughout the supply chain. This advanced monitoring not only minimizes spoilage but also ensures regulatory compliance

Predictive maintenance: Data analytics is playing a vital role in managing cold chains with the emergence

Data from exports and domestic markets shows there is growing demand for processed food

of predictive maintenance using advanced algorithms and AI. These algorithms anticipate potential equipment failures even before they occur, enabling proactive main-

tenance to prevent downtime. This approach enhances efficiency and minimises operational costs.

Data from exports and domestic markets shows there is a growing demand for processed food options such as ready-to-eat meals, seafood, frozen food, and processed meat, all of which highly depend on a robust cold chain infrastructure.

Cold chain integration in last-mile delivery: The e-commerce boom has

fuelled the demand for temperature-controlled last-mile delivery solutions, particularly for pharmaceuticals, and frozen food items. There are increased investments in electric cooling vehicles, and mobile temperature control units to satisfy the customers and gain a competitive edge in the market.

Increased regulations: There are many regulations introduced, which are forcing stakeholders to follow compliance properly. This has led to increased investments in technologies that offer end-to-end traceability and build confidence in product authenticity and quality.



Madhusmita Pattanayak
Senior Consulting Analyst, Supply Chain & Logistics, Frost & Sullivan

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

Movements

KALE LOGISTICS SOLUTIONS India



Tribhuwan Negi has been appointed as the CTO at Kale Logistics Solutions India. With 25 years of experience in building large-scale SaaS platforms working in global R&D organisations, he brings a wealth of expertise to the company.

MOVIN India



Grégory Goba-Blé will join as Director at MOVIN to oversee India ops. In addition to his role at MOVIN, he serves as the Head of UPS in India. As India emerges to be a rapidly growing logistics market, his expertise in the sector will be crucial.

LUFTHANSA CARGO Singapore



Elodie Berthonneau will join as the VP, Asia-Pacific, Lufthansa Cargo, from October 1. Based in Singapore, she will head the sales and handling organisation in APAC region. Berthonneau has 25 years of experience in the aviation industry.

FINNAIR CARGO Helsinki



Jukka Hämäläinen has been appointed as the sales director, Asia-Pacific, Finnair Cargo. He assumed charge in early September and is based in Helsinki. Armed with 20-year experience in aviation, he held many senior sales and management positions.

TRANS GLOBAL PROJECTS Belgium



Edwin van Leth has joined as the Head, Operations, Benelux region, at Trans Global Projects. He has 25 years of experience in logistics sector and has worked across the region and multiple sectors, before specialising in project cargo.

EMIRATES SKYCARGO UAE



Badr Abbas has been appointed as the SVP, Cargo, Emirates Sky-Cargo. He has been with Emirates for 24 years and till recently he was the SVP, commercial operations Africa. Previously, Abbas held the same role, but in the Far East.

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