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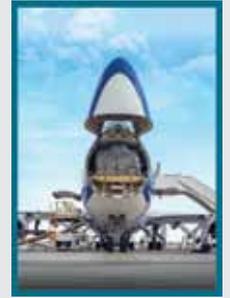
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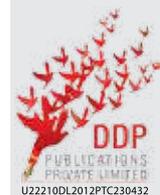
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# Union Budget underlines use of technology in logistics

Presenting the Union Budget, Union Finance Minister Nirmala Sitharaman focused on MSMEs growth, allocated ₹26,000 cr for highway development, building industrial clusters and creating e-commerce hubs to promote local products globally. There is a need for adoption of technology in logistics business, she adds.



CT Bureau

To achieve the goal of Viksit Bharat 2047, Union Finance Minister Nirmala Sitharaman presented her record seventh consecutive Budget 2024-25 in the Lok Sabha recently. It is the first full budget by the BJP-led NDA government since it was re-elected in June. The FM's allocation of ₹26,000 crore for highway development in Bihar, including the construction of a two-lane bridge over River Ganga and development of Patna-Purnea Expressway and Buxar-Bhagalpur Expressway, will benefit the highway construction sector.

Investment-ready plug-and-play industrial parks are to be developed in around 100 cities. Giving the much-needed boost to MSMEs,

the Minister said the limit for MUDRA loans for MSMEs has been increased from ₹10 lakh to ₹20 lakh for those who have availed the loans earlier and have repaid. Focusing on large-scale perish-

able clusters near ports and airports for full consumption, she said emphasis will be laid on pharmaceutical R&D and production. e-commerce export hubs will be set up in PPP mode to promote In-



**“Industrial parks are to be developed in 100 cities and steps to adopt tech for digitisation of businesses vital.”**

dian goods globally and to facilitate cross-border trade. Focus on e-commerce hubs will help the D2C ecosystem, including small vendors and aggregators to bring in efficiency in their operations and improve accessibility to markets, including exports. Seafood export touched all-time high of ₹60,000 crore, Sitharaman said, adding steps will be taken to adopt technology for digitisation of businesses.

## Full of cautious optimism, long-term success

“ The Union Budget reflects a balanced approach aimed at stimulating the country’s economic growth, while addressing social welfare. Union Finance Minister Nirmala Sitharaman also emphasised infrastructure development, healthcare, and education, signalling commitment to long-term growth of the economy. However, some of the critics argue that the Budget falls short on addressing immediate economic challenges and income inequality India is currently facing. Overall, the Union Budget is a mixture of ambitious projects and cautious optimism, seeking to navigate the country’s post-pandemic recovery.”



**CK Govil**  
President  
ACAAI

**A balanced approach aimed at stimulating economic growth**

## Outlays for many sectors sans changing CAPEX

“ Union Finance Minister Nirmala Sitharaman provided enough fuel for India’s current growth ride. With the Union Budget focussing on job creation and skilling, agriculture, infrastructure, research and technology, the ride should gain momentum. Without changing CAPEX allocation increased outlays in many sectors such as infra and manufacturing will boost spending. The government has reiterated its determination to pull down the fiscal deficit in coming years. As every sector has something to cheer about, logistics should gain from the overall growth trajectory. The positivity spurred the Budget to be balanced, positive and forward-looking.”



**Ketan Kulkarni**  
Chief Growth Officer,  
Allcargo Group

**Logistics should also gain from the overall growth trajectory**

## Strengthening MSMEs, skilling were prioritised

“ The Budgetary proposals are beneficial for the logistics industry. It addresses certain aspects of the industry—skilling, empowering MSMEs, manufacturing, and a review of the rate structure for ease of trade. The removal of duty inversion and reduction of disputes are good steps. Setting up of Gaya node on Amritsar-Kolkata route may improve Eastern Dedicated Freight Corridor. This move will boost ports in eastern India over medium-term. Enhancing rural infra and support for an industrial corridor in the eastern region are vital steps forward. India’s plan to set up e-commerce export hubs will streamline logistics and warehousing.”



**Gayomard Driver**  
Executive Director & Group  
CFO, Jeena and Co.,

**The removal of duty inversion and reduction of disputes are positive steps**



## Sanction of 12 industrial parks is noteworthy step

“ The Budget comes with an approach to bolster India’s logistics and infra sectors. This expenditure will promote the development of new economic activity, improve transportation accessibility, and lower transportation expenses. Road linkage projects, Patna-Purnea and Buxar-Bhagalpur expressways and Amritsar-Kolkata Industrial Corridor, and sanction of 12 industrial parks are noteworthy. This approach aligns with our vision for a resilient, efficient, and technologically advanced logistics ecosystem. We will continue to provide cooperation to the government for developing a sustainable, transparent, and digital logistics system.”



**KK Agarwal**  
CMD  
CJ Darcl Logistics

**It aligns with our vision for a resilient and tech advanced logistics ecosystem**

## Positive Budget to make India logistics powerhouse

“ The Budget has focused on infrastructure, manufacturing, and skilling, which are vital for long-term development. This allocation aims to establish India as a global logistics and manufacturing power centre. The budget convincingly reflects optimism about supporting innovative entrepreneurs in this ecosystem. The govt’s initiative to set up e-commerce export hubs to aid MSMEs in exporting local products is will drive growth. The creation of industrial centres in Gaya in Bihar under the ‘Vikas bhi, Vivasat bhi’ scheme is likely to boost infrastructure development and subsequent creation of employment.”



**Sunil Kohli**  
MD  
Rahat Cargo

**The govt’s move to set up export hubs to aid MSMEs to propel growth**

## AP, Bihar have potential to reduce logistics costs

“ The Union Budget has focussed on states such as Andhra Pradesh, which have the potential to bring the overall logistics cost down. The Budget has touched important aspect of infrastructure and allocating Rs11.11 lakh crore for capital expenditure, which will boost development and participation from the state government as well. Another state, Bihar will receive a substantial Rs26,000 crore that will help in the development of key infrastructure projects along with the Visakhapatnam-Chennai Industrial Corridor. The coastline of Andhra Pradesh and the development of the industrial corridor will boost the logistics industry as well.”



**Satish Lakkaraju**  
CEO, Garudavega  
NexGen Logistics

**Touching aspect of infrastructure will boost development of the country**



Contd. on next page ▶

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## Infrastructure investment to cut cost of operations

“ The budgetary proposals present opportunities for the air cargo industry. The freight forwarders view the Union Budget with a mixture of optimism and planning, recognise initiatives that align with their aspirations for growth, efficiency, and global competitiveness. The allocation of Rs1.48 crore in skilling and education will create skilled workforce. The infra investments will bring down cost of operations. The relaxation in export-import periods for components sent for repair to MRO industry can reduce aircraft downtime, beneficial for cargo operations. Tax reductions and higher disposable incomes can stimulate demand.”



**Yashpal Sharma**  
Managing Director  
Skyways Group

**Tax incentives and higher disposable incomes can stimulate demand**

## R&D, innovation to boost marine industry

“ Emphasis being laid on MSMEs will ease their functioning as well as facilities to become successful. Govt moves on skilling programmes and job generation are the need of the hour. Understanding the importance of innovation, R&D and facilitating these with a boost to the marine industry are beneficial. India, one of the largest exporters of shrimps, will solidify its position and invite women to join the workforce. Making provisions such as creche and accommodations would help more women travel for jobs. Personally speaking, the government had its ears to the ground after the elections and it has paid off with the forward-looking Union Budget.”



**Chaitaly Mehta**  
Director  
EKF Global Logistics

**Budgetary proposals on skilling and job generation are the need of the hour**

## States, private sector can accelerate development

“ IndoSpace complemented the government for taking the necessary steps towards developing investment-ready plug-and-play industrial parks with comprehensive infrastructure in as many as 100 cities. Together with the state governments and the private sector, this pioneering step has the potential to transform both industrial development as well as urban planning in a better manner. Under the National Industrial Corridor Development Programme (NICDP), these certain projects are going to serve as vibrant economic centres that drive would development as well as innovation, which is poised to create an everlasting impact.”



**Rajesh Jaggi**  
Vice Chairman, Real Estate, Everstone Group

**NICDP projects would serve as vibrant economic centres in the country**

# It's time to honour hard work, excellence

Professionals of cargo industry of various domains will gather to receive awards in appreciation of their outstanding contribution to the cargo sector at the glittering India Cargo Awards 2024, to be organised by DDP Group on 12 August 2024 at the Sofitel Mumbai BKC.

INDIA  
CARGO  
AWARDS



CT Bureau

The annual Indian Cargo Awards 2024 is back to felicitate the 'Heroes' of the Indian air cargo and logistics fraternity. Known as the 'Oscars of the air cargo industry', the India Cargo Awards 2024, hosted by DDP Group (DDP Group) serves as an all-India platform created with a vision to recognize excellence across various domains, including air, road, rail, allied services, warehousing, technology, 3PL and more. The world-class awards ceremonies are filled with glitz and glamour and attended by the who's who of the cargo industry.



**C.K. Govil**  
President  
ACAAI

It is an excellent and prestigious endeavour by DDP Group to applaud the efforts of the people in the air cargo and logistics industry. I highly appreciate how India Cargo Awards highlight the incredible work that different industry players do. DDP Group has done a tremendous job of bringing the talent behind the industry's achievements to the limelight. Kudos to

your whole team. I am honoured to be a part of the India Cargo Awards, an event that truly exemplifies excellence and innovation in the logistics and cargo industry. This prestigious platform not only recognizes the outstanding contributions of individuals and organizations but also inspires us to continually strive for higher standards of service and efficiency. The India Cargo Awards are a testament to the dedication, hard work, and commitment of industry leaders who are shaping the future of cargo and logistics in India. I congratulate all the winners and participants for their remarkable achievements and contributions.



**Keku Bomi Gazder**  
CEO and MD  
Aviapro Logistic Services

This is the ninth edition of the India Cargo Awards, and I recall the start of this initiative in 2015. This recognition by the India Cargo Awards was instrumental in having our men and women contribute their best towards the industry initiatives. As we all know, our industry today is on an inflection point. There is a rapid growth and transition of our industry, and these awards can be a true testimony and motivation to the cargo fraternity to deliver their best and be recognised not just in their city but all over the country. Moving to a Viksit Bharat and a US\$5 trillion economy, this probably would be the best motivator to give our industry colleagues the true recognition that they deserve.



**Cyrus Katgara**  
Partner  
Jeena & Co.

I have been part of India Cargo Awards ever since it began in the year 2015. It's been a wonderful experience from the past nine years attending these incredible ceremonies. Not only that, I have been a jury this time but also received a lot of these awards. These awards are a motivation and recognition for the trade and the people in the trade. The awards have always been held so professionally and has been a real boost for the cargo fraternity.



# COLD CHAIN SECTOR seeks government push



Ritika Arora Bhola

The Indian cold chain sector has grown in the past few years, looking at the surge in demand for perishables and pharmaceuticals worldwide, especially after COVID. The manufacturers, transporters, terminal operators and airlines have adopted efficient strategies to meet the rising demand and worked on resilient, agile and advanced solutions to maintain supply chain resiliency of cold chain products. India's pharmaceutical industry is the third largest

## 'Make in India' initiative, alongside the China plus 1 strategy, opens avenues for expanding global manufacturing

by volume and the 13<sup>th</sup> largest by value in the world, producing more than 60,000 generic drugs across 60 therapeutic categories. Therefore ensuring safety, highest quality and best standards are a must.

Though the Union government has taken many ambitious initiatives to transform the sector, few challenges still prevail such as lesser number of refrigerated vehicles to transport cold chain products, lack of advanced technologies as its expensive, adequate infrastructure and others.

The government policies are key to establishing a foundation and fostering the growth of India's cold chain sector. It will stimulate investment, including FDI, which is crucial for developing advanced cold storage facilities.

These initiatives deliver a multi-pronged benefit, enhancing food safety, reducing waste, and supporting businesses by maintaining high product quality and providing better market access. It will promote the efficient movement of temperature-sensitive

India's current cold chain market size is at US\$35 billion and is likely to reach US\$50 billion by 2027. Any deviation in temperature control can compromise product integrity. Minimising temperature deviations during loading, unloading, and transfer processes is also critical to maintain cold chain integrity.

goods thereby reducing waste and improving overall supply chain reliability. Projected to drive significant growth, the country's current cold chain market size is at US\$35 billion, which is likely to reach US\$50 billion by 2027. The industry is poised to witness a surge in new-age businesses emerging within the cold chain ecosystem. These businesses will

**The PMGS aims to enhance multimodal connectivity, addressing critical gaps in infra such as weak roads and inefficient ports**

not only address the challenge of wastage but also generate substantial employment opportunities.

The PMGS aims to enhance multimodal connectivity, addressing critical gaps in infrastructure such as underdeveloped roads and inefficient ports. This initiative, along with the NLP's focus on reducing logistics costs from 13 to 14 per cent of GDP to 8 per cent will drive the growth of the cold chain market, potentially increasing from ₹2 lakh crore in 2023 to Rs 5 lakh crore by 2032. Granting infra-



structure status to warehousing and cold chains ensures better credit flow, supporting this growth.

Digital initiatives such as ULIP offer real-time tracking and transparency across the supply chain. This enhances efficiency and reliability, essential for temperature-sensitive cargo. Innovations such as active and passive cold chain solutions, ice batteries and cube packaging improve temperature control and product preservation are crucial for reducing spoilage and maintaining quality. These measures strengthen the cold chain infrastructure, ensuring a resilient logistics network.

The 'Make in India' initiative, alongside the China plus 1 strategy, opens avenues for expanding global manufacturing, particularly in technology. Government efforts, such as FTAs, are designed to boost competitiveness and market access for Indian exporters.

To improve multimodal connectivity and infrastructure for time-sensitive shipments, government initiatives such as National Logistics Efficiency Improvement Project (NLEIP) and Sagarmala aim to streamline movement of goods across waterways, roads, and railways. This includes upgrading port infrastructure by establishing dedi-

cated corridors to expedite transportation. The PMGS will play a significant role in enhancing multimodal connectivity. Strengthening the cold chain management involves implementing standardised processes and fostering collaboration among the stakeholders.

Public-private partnerships are significant for driving innovation in reefer transportation. These efforts integrate investments in physical infrastructure, technological advancements, and collaborative initiatives in order to ensure efficient and dependable transportation of perishable products.



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## Cold chain struggles due to infrastructure deficiencies

“ India’s cold chain logistics market faces challenges despite demand driven by pharma, e-commerce and perishables. While CTOs and handlers meet this demand at various airports, in other parts of the supply chain there is a struggle with infrastructure deficiencies. Over 90 per cent of the sector is fragmented, resulting in lack of coordinated approach, inadequate facilities. The reefer vehicles are in short supply causing inadequate transportation, thereby leading to losses. Govt support coupled with power backup solutions and an increased fleet of reefer vehicles can enhance resiliency and efficiency of cold chain logistics network.”



**Kamesh Peri**  
CEO, Çelebi Delhi Cargo Terminal Management, India

**Over 90% of the sector is fragmented, resulting in lack of coordinated approach**

## Automation prevents delay in handling perishables

“ Cargo terminal operators encounter challenges in managing cold chain storage such as maintaining consistent temperatures or power outages. The automated systems include alert mechanisms for deviations, and ensuring quick corrective actions. Optimising logistics through investments in refrigerated trucks and automated guided vehicles (AGVs) is essential. Streamlining processes and training staff to manage cold chain products improves efficiency and product quality. Potential breaches in temperature is essential to expand cold storage facilities with modular and scalable units. Ensuring compliance by staying up to date regulations and implementing SOP is a must.”



**Satyaki Raghunath**  
Chief Operating Officer, BIAL

**Potential breaches in temperature essential to expand cold storage facilities**

## Shortage of skilled workers in pharma hinder progress

“ The export-import operations rely on global carriers, creating an opportunity for domestic airlines to expand their freighter linkage. Yet, challenges such as insufficient infrastructure, low uptake of technologies, shortage of skilled personnel in pharma, and regulatory obstacles post-COVID hinder progress. Lack of wide-body freighters restrict access to distant markets, while regulations and poor industry coordination, aggravates delays and inefficiencies in cargo operations. Leading airlines are readying for expansions to enhance capacity. A step for advancing these goals is the upgrade of logistics infra, distribution centres, and freight corridors.”



**Pradeep Panicker**  
CEO, GHIAL

**Poor industry coordination, aggravates delays, inefficiencies in cargo ops**

## Synergising efforts for food wastage an obstacle

“ The issue lies not just in cold chain infrastructure, but in the fragmented approach taken by government, private sector, and FPOs. They operate in isolation, failing to synergise efforts towards reducing food wastage. While infrastructure is improving, the challenge of waste reduction remains unresolved, creating a noticeable gap. A strategic solution involves promoting processing zones integrated with cold storage warehouses and efficient transportation. Fruits and vegetables cannot be stored for over 60 days in cold storage and controlled atmosphere facilities. Processing them by freezing to sub-zero temperatures extends their shelf life up to 12 months.”



**Sanjay Sharma**  
COO, Goldman Logistics

**While infra is improving, waste reduction remains unresolved**

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## Investing in latest cold storage essential

“Lack of adequate infrastructure, cold storage facilities, refrigerated trucks, and efficient transport networks are pain points in the cold chain industry. Recently, India has seen a surge in demand for cold chain solutions due to expansion of industries reliant on temperature-controlled logistics. The industry is crucial for supporting sectors such as agriculture, food processing, pharma, and healthcare. Investing in modern cold storage facilities with advanced refrigeration systems and automated temperature monitoring is essential.”



**Vikram Mansukhani**  
Chief of Operations  
Blue Dart Express

**Recently, India witnessed a surge in demand for cold chain solutions**

## 1/3<sup>rd</sup> of total food produced is lost due to poor cold storage

“India is the world’s largest producer of milk, the second largest producer of fruits and vegetables, and produces significant quantity of seafood, meat, and poultry products. However, about one-third of the total food produced is lost owing to poor cold chain conditions. Effective cold chain management and logistics are must for any industry with temperature-sensitive products such as pharma and perishables. There are many challenges in effective cold chain management—cold chain transportation, storage, packaging, lack of visibility, lack of live temperature data, untrained manpower—that contribute to temperature excursions and spoilage, resulting in wasted supplies.”



**Prakash Singh**  
COO  
Jeena Criticare Logistics

**There are pain points that contribute to spoilage leading to wasted supplies**

## Urgent need to create multi-client warehouses

“Cold chain infrastructure is critical for agri, marine and pharmaceutical industries. There is a need for us to review the way we operate. There is also a need to create large multi-client temperature control warehouses to reduce the burden on high capex to the individual clients, MSMEs and give them flexibility and autonomy to deploy their capital on increase yield and innovation. As part of the PMGS and NLP, there are many nodal centers that are being developed as logistics hubs. This will help link the manufacturing hubs to the ports seamlessly, by a high-speed road network. It is remarkable that the government is setting up temperature control warehouses.”



**Ravi Kumar Tummalapalli**  
Managing Director  
va-Q-tec India

**Its remarkable the govt is setting up temperature control warehouses**

## Improper handling can lead to critical losses

“Maintaining consistent temperature is essential in cold chain transportation, as any deviation can compromise product integrity, especially for pharma and perishables. Infra such as refrigerated storage facilities and equipment are vital to ensure the correct temperature is met. Minimising temperature deviations during loading, unloading, and transfer processes is also critical. Proper handling during these stages—from loading to warehouse transfer and final delivery—prevents temperature fluctuations. Adherence to global, national, and local regulations regarding temperature control and storage is essential. Compliance ensures safe handling and legal conformity.”

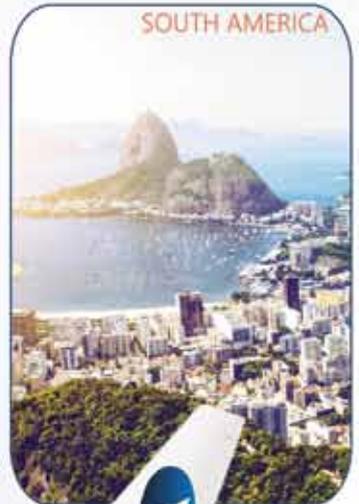
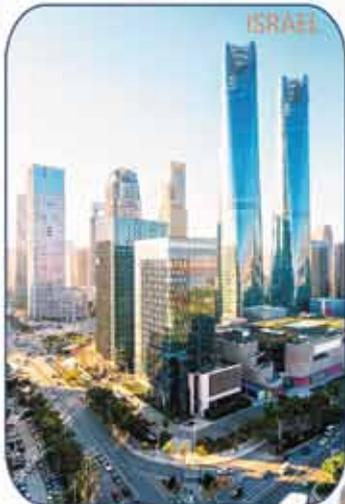


**John O'Grady**  
Manager Authorisations & Standards, Operations & Delivery, Etihad Cargo

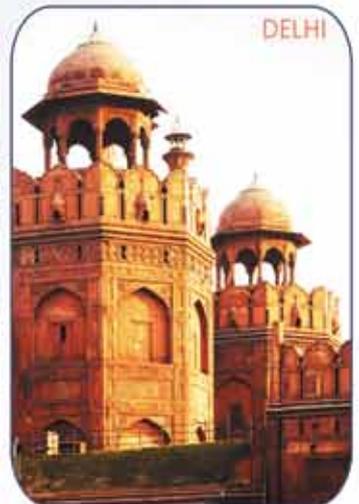
**Refrigerated storage & tools must to ensure correct temperature is met**

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## Cheap loans will attract firms to create new infra

“To tackle logistics challenges, we need to modernise transportation networks and build efficient logistics hubs. Establishing centralised and decentralised cold storage facilities will ensure access for temperature-controlled products. Low-interest loans can incentivise logistics firms to expand their refrigerated truck fleets and create new infrastructure. Collaborative networks among farmers, distributors, and retailers can reduce costs and improve efficiency. Investing in sustainable solutions will reduce costs and promote environmental responsibility.”



**Kartik Jalan**  
Founder & CEO  
Indicol

**We need to modernise transportation networks and build efficient logistics hubs**



## Govt incentives for the sector can spur investment

“Cold chain sector faces challenges such as inadequate infrastructure, insufficient cold storage, shortage of refrigerated trucks, and inefficient transport network. Addressing these issues requires a multi-faceted approach. PPP can mobilise resources for modern facilities and trucks. Government incentives such as grants, subsidies, and tax breaks can spur private investment. Developing dedicated freight corridors and intermodal transport solutions can optimise transportation. PMGS and NLP offer an integrated planning framework to reduce bottlenecks.”



**Gubba Kiran**  
CEO  
Gubba Cold Storage

**Developing DFCs and intermodal transport can optimise transportation**

## Lack of infrastructure is the main hurdle

“In the pharmaceutical sector, cold chain transportation has a fair share of challenges. One of the key ones is maintaining a constant temperature throughout the transport process. Any changes can lead to losses. Infrastructure is another hurdle where there is often a lack of proper cold storage facilities and reliable power supply. Regulatory compliance presents difficulties due to varying standards across regions. This requires proactive approach and investment as each nation has its own set of rules. Other concerns include risk of contamination during transit, logistical complexities, high operational and high costs, and shortage of skilled workforce.”



**Arnab Bhattacharya**  
Country Manager, India  
for UPS Healthcare

**There are risks such as defects during transit, high costs and lack of skilled workforce**

## Powering with solar energy to reduce CO<sub>2</sub> footprint

“Cold chain logistics demands energy consumption, resulting in an increased carbon footprint. In line with our commitment to environmental sustainability, we are implementing greener practices across our warehouses. Our goal is to meet cent per cent of our energy needs through solar power, reducing our carbon footprint and contributing to a sustainable future. We hold key licenses, including FSSAI, Food and Drug Administration, and Good Distribution Practices, enabling us to handle goods in the FMCG and pharma sectors. DP World has Transported Asset Protection Association certification to ensure protection throughout the supply chain.”



**Anoop Chauhan**  
Vice President, Contract  
Logistics & Cold Chain,  
Subcontinent, DP World

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## Absence of cold storage damages perishables

“India’s cold chain transport sector must contend with issues with infrastructure, fragmentation, and regulations. Addressing these issues and upholding the sector’s growth will necessitate investment, technological advancements, and policy support. With small enterprises and dearth of uniform standards, the cold chain logistics sector remains highly fragmented. The quality and safety of perishables are compromised by an absence of cold storage and transportation infrastructure. Govt initiatives as PMGS and NLP promote use of technologies to improve logistics management and attempt to simplify logistics rules.”



**Surendra Bhatia**  
SVP, Global Airfreight  
Freight Systems

**The sector’s growth will necessitate investment, technological advancements**

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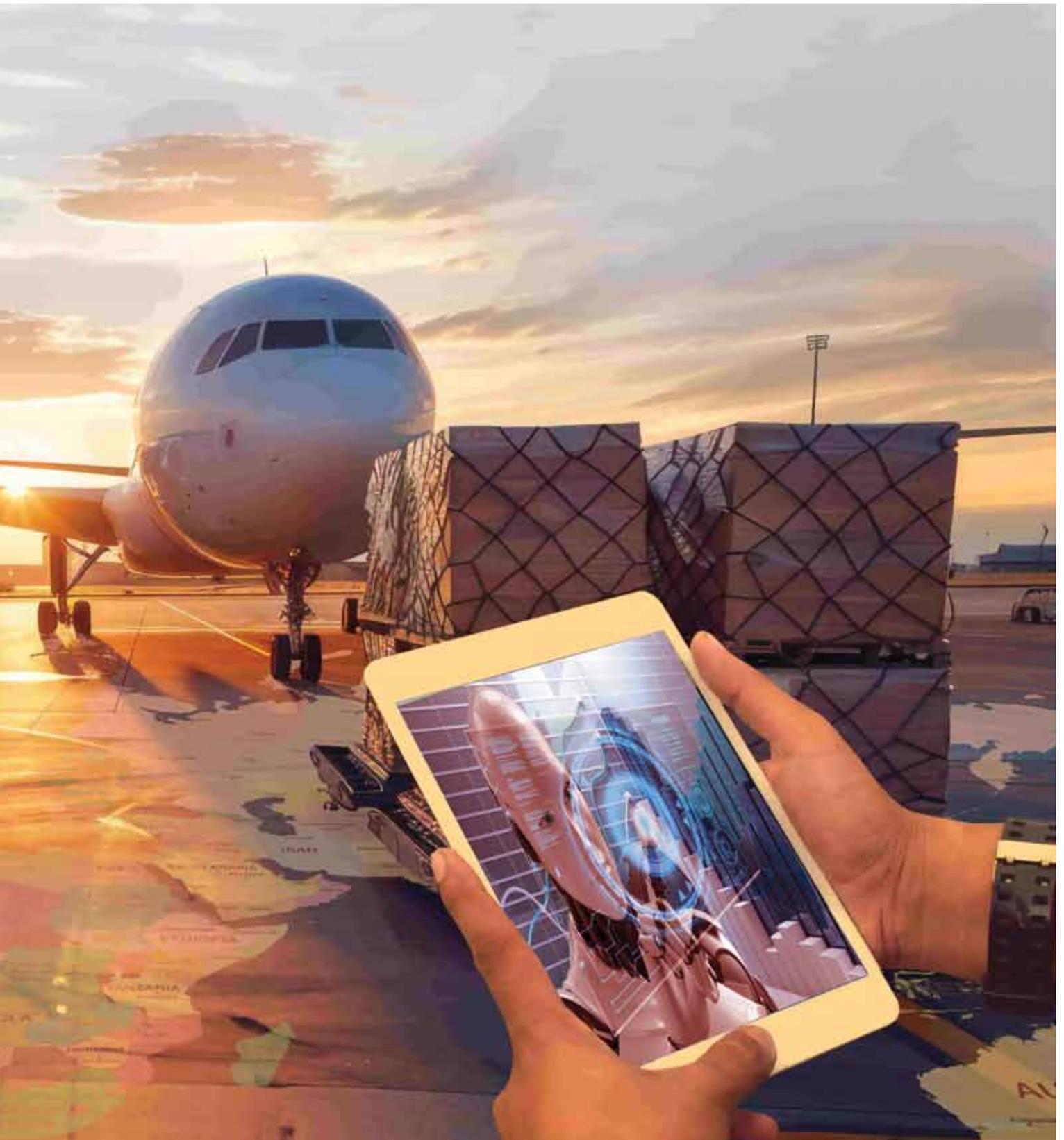


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# ARTIFICIAL INTELLIGENCE boosts air cargo





AI is widely accepted by the global air cargo and logistics sectors considering the benefits that it offers. AI is believed to be revolutionising the global supply chains by impacting route optimisation, predictive maintenance, real-time tracking and enhancing overall operational efficiency.



Ritika Arora Bhola

Until a few years ago, the burgeoning potential of Artificial Intelligence (AI) for automating the business processes in the air cargo and logistics sectors was taken with half-suppressed laughter by the industry ex-

**AI has taken the lead in presenting reliable and promising results in the forwarding business, which has been praised by the global experts**

perts, but today, AI has taken the lead and has presented reliable and promising results in the forwarding business, which are being praised by the global experts.

From identifying efficient routes for airlines, improving fuel efficiency, cargo routing, capacity optimisation, improving warehouse operations to dynamic rates distribution, everything has been taken care of by AI, with enhanced efficiency and minimal time. The advanced technology is



believed to have assisted in reducing logistical costs too.

While AI offers substantial benefits, including improved efficiency and data-driven decision-making, it also presents a set of challenges such as high cost of implementation, potential for job displacement, initial investment, cybersecurity, and regulations. The industry must prioritise upskilling current employees and attract new talent with expertise in AI and data analysis. Collabora-

tion with academia and technology firms can also ease this transition, ensuring a workforce equipped to harness the power of AI. Balancing the pros and cons will be essential as the industry navigates this technological evolution. AI in air cargo certainly promises a brighter future—one with increased efficiency and lower costs, among others.

**CARGO** speaks to industry stalwarts to find out if AI is a boon or bane for the air cargo and logistics sectors.

**FACTFILE**

- The industry must prioritise upskilling current employees and attract new talent with expertise in AI and data analysis.
- Collaboration with academia and tech firms can also ease this transition, ensuring a workforce equipped to harness the power of AI.



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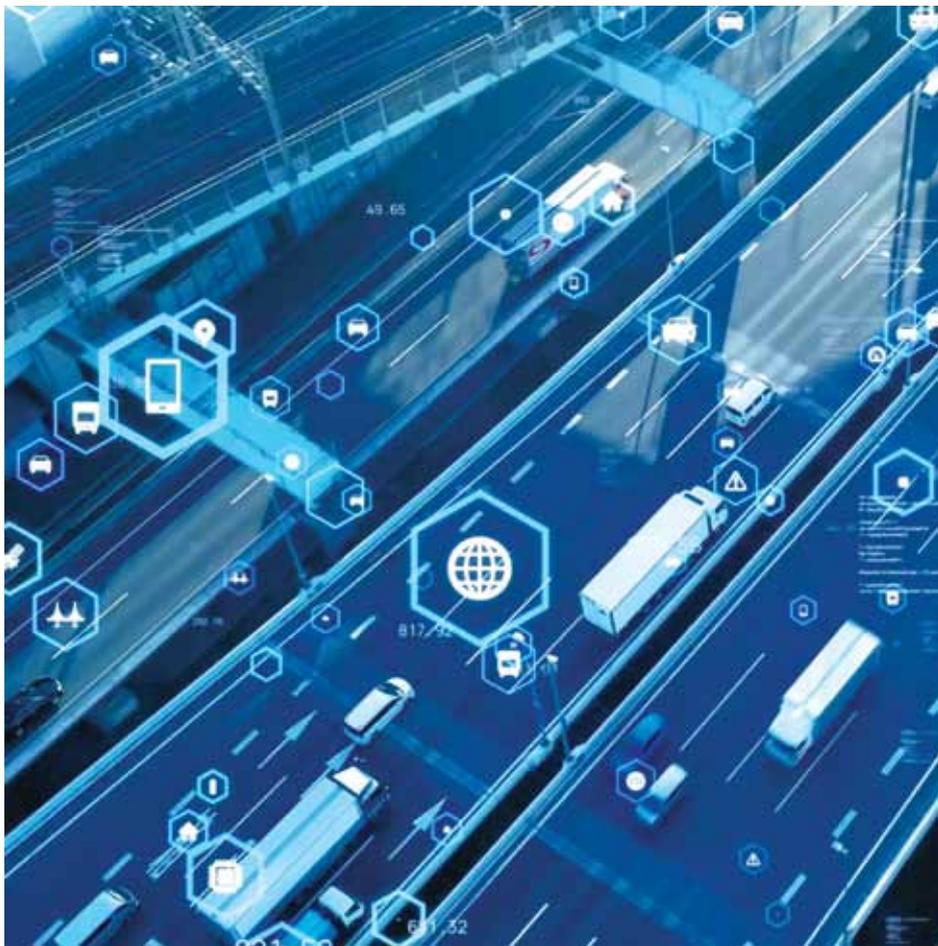
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## AI to aid in real-time tracking, pricing

“ The global air cargo industry is at a critical juncture where AI adoption is not only viable but also necessary. With increasing demand for faster and efficient services, AI can enhance operational efficiency by automating processes, optimising routes, and predicting demand. As the industry moves towards digitalisation, AI will be a cornerstone in achieving streamlined operations and costs. In the coming years, AI will revolutionise air cargo by enabling real-time tracking, predictive maintenance, dynamic pricing models, and lead to substantial cost savings, improved cargo handling, and enhanced customer satisfaction.”



**Parvinder Singh**  
Managing Director  
Hans Infomatic

**AI will be the cornerstone in achieving streamlined operations and costs**

## Improving operational efficiency through AI

“ The industry has made strides since the government introduced its tripod strategy, focusing on hub & spoke models and transshipment hubs in tier I, II and III cities. This transformation was enhanced by embracing AI to improve operational efficiency. AI will change the sector by optimising routing, improving demand forecasting, and enabling predictive maintenance, leading to cost savings and increased reliability. The logistics industry has challenges to address such as availability of skilled manpower among others. As per a study conducted by CargoWise, lack of resources spur tech implementation as a barrier at 53 per cent and workforce resistance at 38 per cent.”



**Rajneesh Kharbanda**  
General Manager, Air Cargo, CJ Darcl Logistics

**Lack of skilled manpower is one of the reasons ailing logistics industry**

## AI integration to optimise routes, forecast delays

“ The air cargo industry is increasingly embracing technological advancements. While complete AI integration might require further development, there is a growing openness to AI-powered solutions for specific tasks. AI can optimise routes, predict delays, and automate repetitive tasks, leading to faster TATs and lower operational costs. New skills will be required within the logistics industry to understand, manage, and maintain AI systems. The workforce will need to imparted training in data analysis, AI interpretation, and collaboration with AI tools. It can improve efficiency, decision-making, reduce costs, enhanced safety and streamline operations.”



**Kunal Maheshwari**  
Chief Growth Officer,  
Softlink Global

**New skills will be required to understand, manage, and maintain AI systems**

## Predictive analysis must for growth, development

“ The air cargo industry is soaring towards a future powered by AI. Companies such as Searates are leading the charge, using AI to streamline operations and improve tracking. This is driven by the need for gaining a competitive advantage with solutions for real-time decision-making and predictive analytics becoming essential for efficiency and growth. The benefits are clear—AI optimises logistics, reduces costs, and boosts reliability. American Airlines for example boast 90 per cent accuracy in cargo bookings with AI, enables better resource allocation. These tools will enhance demand forecasting, route optimisation and maintenance scheduling, leading to faster deliveries.”



**Mike Bhaskaran**  
Group Chief Operating Officer, Digital Technology, DP World

**The usage of AI to streamline operations and improve tracking**

## Small players don't invest in AI due to fiscal constraints

“Several air cargo firms and airports have started integrating AI into their systems to enhance various aspects of their operations, from predictive maintenance to route optimisation. However, the readiness varies across different regions and companies. Larger and financially robust players are ahead in this journey, investing in AI-powered solutions and forming strategic partnerships with tech companies. Smaller players may still be in the exploratory phase, hindered by budget constraints and a lack of expertise. Overall, while the industry is still in a progress mode, the momentum is still building. AI will deliver benefits such as operational efficiency, predictive maintenance, security and risk management.”



**Abhishek Goyal**  
Executive Director,  
Aeroprime Group

**While the industry is still in a progress mode, the momentum is still building**

## AI deployed for improving efficiency in supply chains

“The industry, like every sector, has already adopted AI although at varying levels. We must now ask how confident we are in our AI capabilities. The industry started deploying AI in warehouse operations, capacity optimisation, cargo routing, and dynamic pricing among others. An increasing number of organisations in the industry are deploying it in planning and execution also. It has become indispensable for improving efficiency across the supply chain. Firstly, it can automate routine tasks so our workforce can focus on things that matter, and secondly, it can remove the chances of human errors. I believe its presence will push us to become more competent. They are getting ready as we speak.”



**C.K. Govil**  
Chairman and  
Managing Director,  
Activair Airfreight India

**Several industries are deploying AI in planning and execution mode also**

## Industry must recognise power of AI or lag behind

“AI can respond to operational disruptions, monitor shipment conditions and then take corrective measures to ensure shipment integrity is not compromised. AI can extract maximum value in terms of asset optimisation and customer interaction. Exciting times lie ahead for most creative thinkers and programme executioners. We have many inspirational and creative thinkers who will power through with new ideas and this will need to be supported by technology champions who can take these new ideas and blend them with the new technology possibilities to create something unique. If we fail to embrace what AI offers us, then we risk losing ground and not realise the efficiencies and improvements.”



**Glyn Hughes**  
Director General  
TIACA

**Exciting times lie ahead for most creative thinkers and programme executioners**



## Boosting productivity by investing in AI

“ AI is used for predictive analytics, capacity planning, and demand forecasting. The industry is inclined to adopt this latest technology to manage cargo loads and forecast predict maintenance requirements. However, the process is slow yet steady and may gather momentum soon. The journey ahead for achieving a fully integrated, globally air cargo by using the AI, will deliver desired results. The industry must go a long way in imparting AI’s essential to achieve optimal positive outcome.

The data gathered through AI can identify how to perform better with sustainability in line with one’s business model.”



**Sunil Kohli**  
Managing Director,  
Rahat Cargo

**The data gathered through AI can identify how to perform better with sustainability**



## AI to manage capacity, improve decision-making

“ We do think that, overall, the global air cargo industry is recognising AI’s potential to enhance operational efficiency. Leading companies are testing AI to optimise routing, pricing, and capacity management, while the lagging companies are waiting for concrete and proven biz to adopt. The industry is stepping towards a broader view driven by the need for efficiency, cost savings, and improved customer service. It will enhance operational efficiency by optimising routes, forecasting demand, and managing capacity, cutting costs and improving LSD. Like with any new technology, we do see the skill difference between generations in air cargo, especially AI.”



**Matt Petot**  
Chief Executive Officer,  
CargoAi

**Leading firms are testing AI to optimise capacity management, routing etc.**

## Successful in handling, last-mile delivery

“ This is the era of AI, transforming every industry, including global air cargo industry. AI is successful in cargo handling, first-mile and last-mile delivery, route and traffic management, and documentation. The next few decades will see AI influences air logistics, fostering a proactive approach to business challenges through data-backed insights. Increased digitalisation has led to rapid data growth. AI will not replace people but will free them to focus on future innovations. Challenges such as data security and ethical considerations require attention, but the benefits outweigh the hurdles.”



**Rahim Bhimani**  
Sr. Vice President, Air  
Cargo Practice, Kale  
Logistics Solutions

**AI will not replace people but will free them to focus on future innovations**

## An essential part of customised skilling

“ It would be too generic to conclude either way—yes or no. It is making its value known in pockets. The champions of such initiatives need to publicise the value they got out of AI initiatives. Auto filling much of the documentation is one thing that comes to mind. It could be dynamic pricing models on the one hand to safety/security on the other. So, the diverse application possibilities make it ‘essential’ part of cargo growth. AI can be compared with ‘automation’ as a concept introduced into every walk of life a few decades ago. One needs to be careful that AI is not considered as flavour of the month or year.”



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

**Diverse application makes it ‘essential’ part of cargo growth**



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# ACFI elects Sanjiv Edward as new President for 2024-2026

The Air Cargo Forum India (ACFI) has established a new board for 2024-2026, in its 12<sup>th</sup> AGM held on 31 July 2024 in New Delhi. Sanjiv Edward, Chief Executive Officer (CEO), Cargo and Logistics, GMR Group, has been elected as the ACFI President for the two-year term.

Yashpal Sharma, who is the Immediate Past President, will serve on the board of the ACFI as an ex-officio. The new governing board is excited and fully charged up looking forward to working together with the ACFI family and scaling new heights. "Together we can," said Edward. Agenda focuses on air cargo infra-development, policy leveraging, ease of doing business, and overall ecosystem development to support air cargo growth in the country.



## AIR CARGO FORUM INDIA – Governing Board for 2024 to 2026

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**Sanjiv Edward,**  
CEO - Cargo and Logistics  
GMR Group

### VICE PRESIDENT

**Ramesh Mamidala,**  
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Air India Limited

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**Kamesh Peri,**  
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VP Operations India  
& CE Ops MEISA,  
FedEx Express

**Keku Bomi Gazder,**  
Managing Director  
and CEO,  
Aviapro Logistics Services  
Pvt. Ltd.

**Manoj Singh,**  
Chief Cargo Officer,  
Adani Airport Holdings Ltd.

# Predictive analytics & AI: New frontier in air cargo

AI will drive innovation, sustainability, and competitiveness in cargo sector. There is misconception that AI can solve the industry's biggest challenges, but it does not. Airports and airlines must strategise on how data can optimise commercial decision-making, says **Vivek Pandit**, VP, Air Cargo Digitisation, Kale. Logistics Solutions.

## IS THE GLOBAL CARGO INDUSTRY READY TO ADOPT AI TO IMPROVE OPERATIONAL EFFICIENCY?

We are in the era of AI, and its transformative power is evident across all industries, including air cargo. AI has proven beneficial in various aspects of air cargo operations, such as handling, first-mile and last-mile delivery, route and traffic management, and capacity handling. While some applications are still in their early stages, successful use cases include AI-based cargo handling algorithms, predictive maintenance, automated warehouses, dynamic pricing models, and demand and supply forecasting. AI is also revolutionising air cargo security by deploying advanced surveillance systems and anomaly detection algorithms. These systems can monitor and analyse video feeds in real time, identifying unauthorised access or suspicious activities around airside and cargo areas, thereby enhancing security measures. AI chatbots and virtual assistants are increasingly used to handle customer inquiries and track shipments, providing real-time updates and improving the customer service experience, while allowing human agents to focus on more complex issues.

## HOW WILL IT BENEFIT THE SECTOR IN THE COMING YEARS?

The adoption of AI in the air cargo industry will bring numerous benefits in the coming years. This leads to reduced operational costs, and faster TATs. AI can provide valuable insights through data analytics, helping stakehold-



**Vivek Pandit**  
Vice President, Air Cargo  
Digitisation, Kale Logistics Solutions.

“As tech advances, the role of AI is expected to grow, driving innovations that could redefine global air freight.”

ers make informed decisions and anticipate market trends. Overall, AI will drive innovation, sustainability, and competitiveness in the air cargo sector. AI is shaping the future of air freight by improving operational efficiency, enhancing security, optimising logistical tasks, and creating a more responsive customer service environment. As technology advances, the role of AI in air freight is expected to grow, driving innovations that could redefine global air freight logistics.

## DO WE HAVE SKILLED WORKFORCE TO UNDERSTAND AND ADOPT TECH IN THIS SECTOR?

While the industry boasts growing pool of skilled professionals, continuous upskilling and education are crucial to

fully leverage advanced technologies such as AI. As the industry evolves, the future workforce will need a unique set of skills and training to adapt to changes brought about by automation and technological advancements. Ongoing reskilling and substantive retraining will be essential for workers who may be displaced by automation, ensuring they remain relevant and capable of contributing to the industry's growth and innovation.

## WHAT ARE ITS PROS AND CONS?

Any technology comes with its pros and cons, and it is up to each entity to leverage the pros while minimising the cons. While the benefits of AI in air cargo are undeniable, there are challenges to consider. Air cargo entities must navigate the complexities of integrating AI

into their operations, including the need for skilled AI professionals and the potential for technological disruptions. This integration requires substantial investment and involves a learning curve for employees. Ethical considerations and governance measures are crucial as the air cargo industry integrates AI into operations, particularly regarding safety, security, and privacy. There is a common misconception that AI alone can solve some of the industry's biggest challenges. However, AI does not address foundational issues: airports and airlines must still strategise on how data can optimise commercial decision-making. AI does not replace the need for commercial teams to devise innovative use cases that drive value through better decision-making. Instead, AI should be viewed as an enabler rather than an end goal.



# 13% rise in demand in first half of 2024, supply at its slowest

Global cargo market is heading towards a ‘hot Q4’ of rate increases following a sixth month in a row of double-digit cargo demand growth in June. Market players are strategising on ways and means to navigate financial challenges and opportunities, says Niall van de Wouw, Chief Airfreight Officer, Xeneta.



**D**emand in June, measured in chargeable weight, increased by 13 per cent year-on-year, continuing the upward trajectory seen throughout the first half of this year. In contrast, air cargo supply increased at its slowest pace in 2024, edging up only 3 per cent year-on-year.

As a result, the global air cargo dynamic load factor —Xeneta’s measurement of capacity utilisation based on volume and weight of cargo flown alongside available capacity increased by 4 percentage points year-on-year. While June’s data must be balanced against the weak comparison seen in the corresponding



**Niall van de Wouw**  
Chief Airfreight Officer  
Xeneta

months of 2023, market players are now busy strategising on the best ways to navigate the financial challenges and opportunities expected to present themselves in Q4. Given the market turbulence and the potential for an air cargo rate boom in Q4, ship-

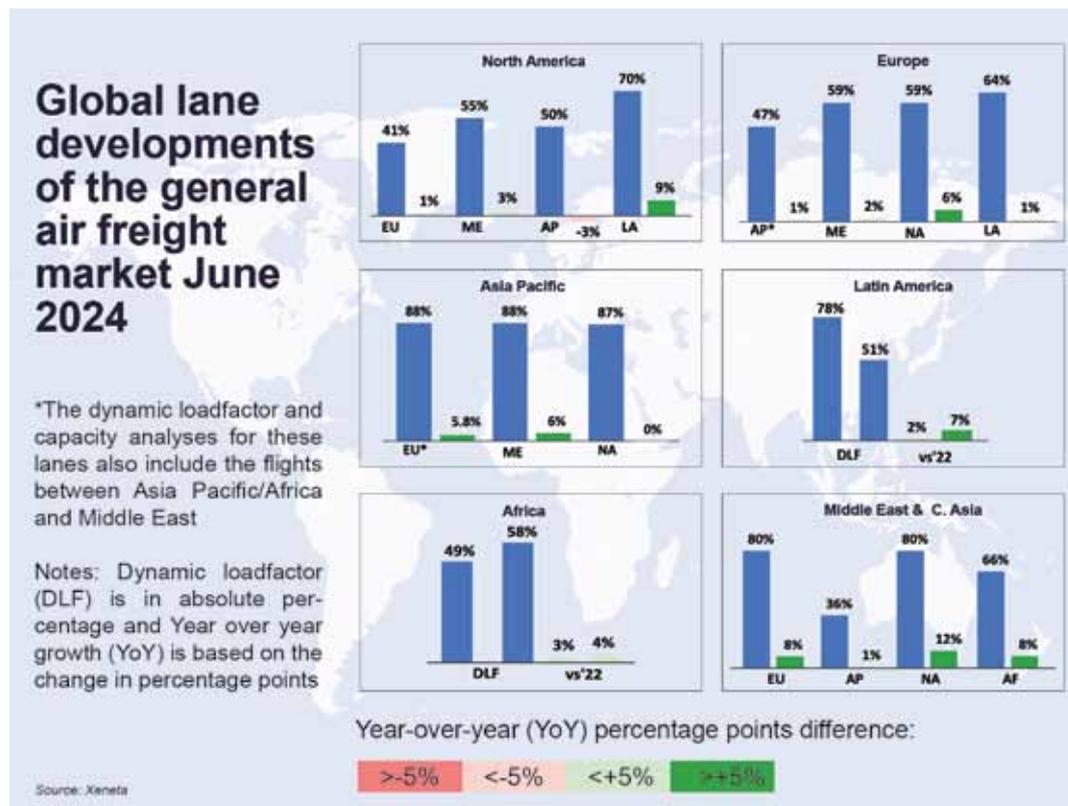
“June’s growth in demand is not surprising and we would see a similar growth in July and August.”

pers are once again adjusting their preferred contract lengths. “June’s growth in demand was not surprising and we would expect to see a continuation of double-digit year-on-year growth in July and August because of low demand in the same months last year. The global machine is humming along nicely at this level, but this is likely to be the lull before the storm in terms of

air freight rates,” Niall van de Wouw, Chief Airfreight Officer, Xeneta, said. “I have heard that certain airlines and forwarders are thinking of implementing a peak season surcharge by August-end. There is a consensus it will be a ‘hot Q4’ for air cargo in many Asian markets,” he added. “We expect lower demand growth year-on-year in the second half of 2024 because of such a strong Q4 2023 comparison, but if you have not arranged your Q4 capacity by now, you could be in for quite a ride. Shippers will pay more throughout Q4, the question is how much more?” he added.

Looking at demand vs. supply for the last quarter of 2024, van de Wouw said, “The rules of the game are becoming clear and contain compliance conditions. Shippers and forwarders with capacity agreements in markets that are ‘tight’ already, based on fixed volumes and a peak surcharge, will have reduced risk, while those dependent of the spot markets can expect to pay a hefty premium.”

Southeast Asia to Europe and the USA markets saw the largest cargo spot rate increases in June, growing at 14 per cent versus May at US\$3.65 per kg and US\$5.32 per kg, respectively. Northeast Asia to Europe and the USA experienced modest spot rate increases, up by 5 per cent at US\$4.26 per kg and US\$4.00 per kg. Outbound China markets were stalled as China to Europe and the USA air cargo rates decreased to minus 1 per cent at US\$4.09 per kg and US\$4.80 per kg.



# Globsync hosts cargo football tournament 2024

Globsync Ocean and Air Transport LLP recently organised Cargo Football Tournament-2024 Season II in Kolkata giving an opportunity to industry stakeholders showcase their sports talent. Airlines, cargo terminal operators, shipping lines, co-loaders, and forwarders of Kolkata took part in the mega sporting event.



# BCBA organises conclave on Logistics in Amrit Kaal 2047

Brihanmumbai Custom Brokers Association (BCBA) hosted Logistics Conclave 2024 recently to discuss trends and opportunities under Logistics in Amrit Kaal-Vision 2047: Unleashing New Opportunities for Transformation under NLP. The event was graced by Pramod Kr. Agarwal, Principal Chief Commissioner, Mumbai Zone I Customs, as the Chief Guest. It also witnessed an MoU signed between SBI and BCBA.







# Innovation catalysts: Skilled workforce driving logistics

While India's infrastructure for cargo movement has significantly improved, there is still room for enhancement. Challenges such as last-mile connectivity, urban congestion and technology integration need to be addressed, says **Raghav Singhal, Executive Director, Om Logistics.**

 CT Bureau

**How is the firm adapting to the dynamic business landscape, advanced warehousing solutions and tech innovations to enhance supply chain efficiency and resilience?**

As the country continues to experience unprecedented shifts in economies, the industries and environmental challenges, the spotlight on sustainable supply chains and logistics has never been more crucial. At our company, we are closely monitoring the evolving business landscape and have taken proactive measures for adapting and expanding in the context of these changes. These days, customers expect

efficient supply chain and logistics solutions. In response, we are addressing this demand through our network of over 750 branches, which provides access to a fleet of 6,000 GPS-enabled vehicles, ensuring swift and secure nationwide consignment movement.

In addition, expectations for Grade A warehouses are another trend and we are equipped to meet these demands. With 25 million sq. ft., of warehousing space, equipped with state-of-the-art material handling equipment and IT systems, we ensure optimal storage conditions and efficient inventory management. As we are expanding our network, we aim to extend our reach and enhance our ability to deliver exceptional service to customers.

**As a responsible supply chain and logistics management firm, we are committed to environmental sustainability**

Innovations such as route optimisation, geofencing, integrated bar-code management, real-time online track & trace, API integration and process automation for error-free activities at cross-docks have been instrumental in this transformation. These tech breakthroughs have streamlined our processes and reduced manual intervention, resulting in fast-

er, cost-effective and resilient supply chain operations.

**Sustainability is a buzzword in logistics. What are the initiatives taken by your firm to promote sustainability?**

As a responsible supply chain and logistics management firm, we are committed to environmental sustainability. We have launched several initiatives aimed at contributing to a greener environment. A key focus has been the adoption of environmentally friendly practices, including the use of electric vehicles (EVs) and CNG vehicles to curb air pollution and reduce carbon footprint. Several other approaches were also initiated, such as installing solar panels in our ware-



## Do you think there's a need for a skilled workforce in the logistics sector?

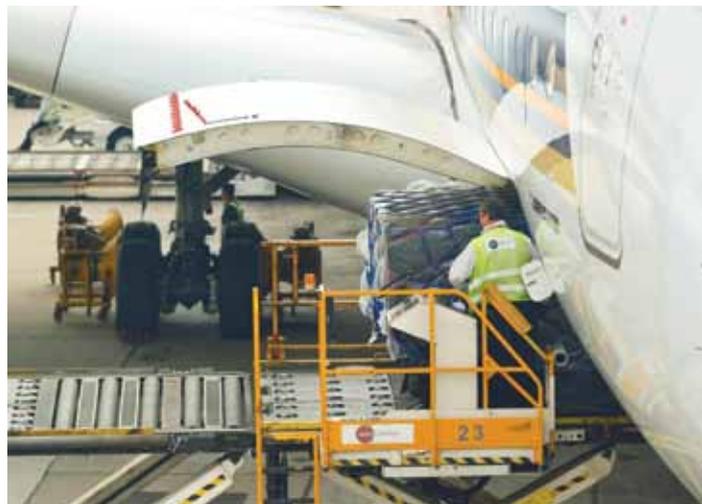
Yes. Nowadays, customers expect fast, reliable and transparent delivery services. A skilled workforce ensures these expectations are met by optimising delivery routes, improving inventory management and enhancing customer service. At Om Logistics, we have recognised this critical demand and have implemented several initiatives to address it. A significant component of our commitment to excellence is the Om Institute of Logistics & Supply Chain Management, which successfully conducts various batches and workshops on logistics and supply chain management.

In partnership with universities, we provide specialised education in logistics management. Our Advanced Summer Internship Programme offers students practical learning opportunities, industry-relevant education and training experiences crucial for their professional development. Through these initiatives, students examine supply chain strategies and logistics operations, benefiting from a blend of academic excellence and industry expertise. By learning from professionals, students bridge the knowledge gap between theory and application, developing practical skills and knowledge.

Additionally, Om Logistics prioritises continuous training and development programmes for our employees. By invest-

houses, maximising the use of natural light during the day, minimising waste and using recycled materials.

We believe safeguarding our environment is not only our moral imperative but also responsibility. Over the years, we have actively participated in numerous tree-plantation drives as part of our commitment to environmental conservation. Understanding the profound impact of afforestation on biodiversity and climate resilience, we are keen to expand our tree plantation endeavour even further. By doing so, we aim to play a significant role in creating a sustainable environment.



**Raghav Singhal**  
Executive Director  
Om Logistics

ing in the professional growth of our workforce, we enhance operational efficiency and solidify our position as a leader in delivering reliable logistics solutions across India.

## How are govt initiatives such as PMGS, NLP and Make in India benefitting the logistics sector?

The industry is undergoing a change thanks to various government initiatives. To improve linkage and lower logistical costs, Gati Shakti focuses on integrating various types of transportation and improving infra. The NLP seeks to optimise logistical operations through digital integration, infra improvements and standardised processes. Make in India promotes Indian production to enable smooth supply chain integration and distribution across India.

These projects help the industry by enhancing quality and connectivity, which makes it faster to shift goods from one place to another. It cut operational inefficiencies and total logistics expenses by optimising logistical operations and utilising digital technology. For us, these initiatives represent opportunities to innovate and expand service capabilities to meet evolving demands of industries effectively and create a conducive environment for enhancing service quality.

## How would you rate Indian infrastructure for cargo movement? Is there room for improvement?

India's road infrastructure has shown significant improve-

ment over the past decade. It has also modernised its rail network. The country also undertakes port development projects such as Sagarmala and upgrades major airports with dedicated cargo terminals to handle increasing air volumes. These multimodal infrastructure improvements show the country's commitment in creating an efficient logistics network to support its economy and growing global trade.

While India's infrastructure for cargo movement has significantly improved, there is still room for enhancement. Challenges such as last-mile connectivity, urban congestion and technology integration need to be addressed. Om Logistics sees the current

“The NLP seeks to optimise logistical operations through digital integration, infra improvements and standardised processes.”

network favourably, viewing it as a solid foundation for further development and meeting evolving customer needs.

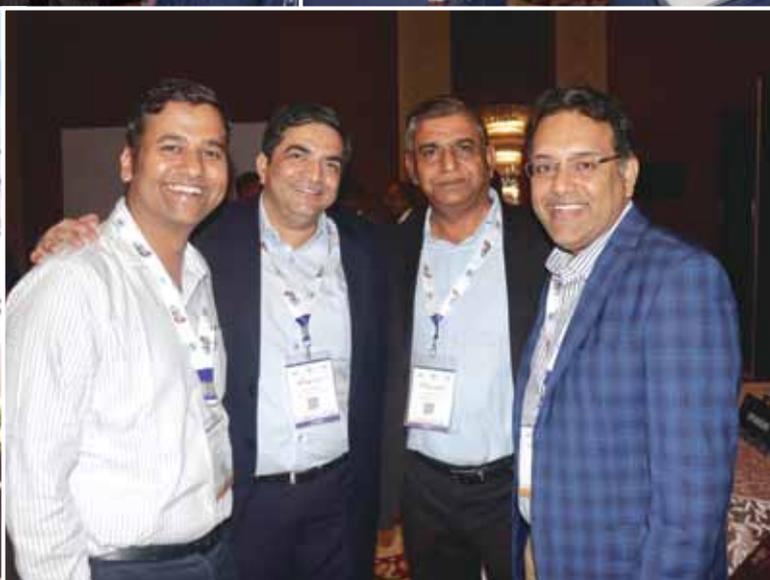
## What are your company's upcoming plans and projects?

The objective of our company is to become the premier one-stop solution for all logistics and supply chain requirements. Om Logistics will focus on improving efficiency using digital technology and adopting green logistics practices. Infrastructure development will include increasing warehousing capacity and adding more branches to expand geographically. The company will also enhance the customer experience by providing personalised solutions and improving service quality. Strategic collaborations and investment in the workforce will further solidify the position of Om Logistics by ensuring it provides comprehensive, innovative and efficient logistics solutions. 📈

# Professionals meet at Air Cargo Forum India's Annual Summit

Air Cargo Forum India (ACFI) recently held its annual event themed Unlocking Potential Paving Way for a Developed India. Mohan Yadav, CM, Madhya Pradesh was the special guest along with other dignitaries. All stakeholders came together, including airports, GSAs, carrier partners, shippers, and policymakers, at the conclave.





# BLR Airport top perishable exporter, indicates 18% growth

BLR Airport recorded a total cargo tonnage of 63,188 MT in FY 2023-24. BLR Airport accounted for 44% of total South Indian tonnage in perishables. The airport has processed 28% of the national share in the last fiscal. BLR airport links Indian producers with key global markets, says **Satyaki Raghunath, COO, BIAL.**



CT Bureau

**K**empegowda International Airport Bengaluru has emerged as the top airport in the country for the fourth year in a row for exporting perishables. Dur-

tribution to India's perishable exports, handling 28 per cent of the country's total perishable cargo. The airport has processed 44 per cent of South India's total perishable cargo and 28 per cent of the national share in last financial year.



**Satyaki Raghunath**  
COO, Bangalore International Airport Limited (BIAL)

**“We accounted for 44% of the total perishable export share transforming BLR into the premier gateway to South and Central India.”**

ing this fiscal year FY 2024, the airport recorded a total perishable cargo tonnage of 63,188 metric tonnes (MT), reflecting a growth of 18 per cent compared to the previous fiscal. This achievement highlights BLR airport's con-

While BLR airport excels in exporting a variety of perishable goods throughout the year, it secured the number one position for poultry exports in 2023-24, shipping about 47,041 MT. Overall, poultry, fresh vegetables, fresh fruits, and flowers emerged as the leading perishable cargo categories.

“We are proud of our consistent growth and leadership in perishable exports in 2023-24. The milestone reflects our commitment to excellence in an unbroken cold chain and the trust placed in us by our partners and customers. We have accounted for 44 per cent of the total perishable cargo export share transforming the airport into the premier gateway to South and Central India. Our focus remains on enhancing infra to support the rising demand

for perishables and solidify our position as a key player in global trade,” Satyaki Raghunath, COO, Bangalore International Airport Limited (BIAL), said.

As an important gateway, BLR Airport enhanced linkage, linking Indian producers with key global markets. The airport's network boosts the export capacity of southern India and ensures that fresh produce reaches international buyers swiftly and efficiently. 🚀



# Industry experiences growth amid global disruptions

The cargo industry stands as testament to dynamic nature of global logistics. With its crucial role in facilitating global trade, this sector is poised for continued growth. As tech advancements and market trends shape its future, air cargo industry will undoubtedly navigate new heights, driven by innovation and adaptability.



**Keku Bomi Gazdar**  
MD, and CEO  
Aviapro Logistic Services

The Indian air cargo industry has experienced remarkable growth in the recent years, driven by various factors including globalisation and technological advancements. This sector plays a crucial role in the global economy, enabling rapid transportation of goods and ensuring timely delivery of products across vast distances.

One of the primary drivers of cargo growth is the expansion of trade. As businesses operate on an international

scale, the demand for efficient, reliable transportation solutions has surged. Air cargo offers unparalleled speed compared to other modes of transport, making it indispensable for moving time-sensi-



These innovations have improved the accuracy of delivery times and optimised cargo management, contributing to the sector's expansion. Despite the growth trajectory, the industry faces several challenges. The sector is susceptible to fluctuations in fuel prices, regulatory changes, and geopolitical uncertainties, all of which can impact operational costs and efficiency. The environmental impact of air

freight has become a growing concern, prompting industry stakeholders to explore more sustainable practices and technologies. On the flip side, opportunities abound. The rise of emerging markets, advancements in SAF, and the potential for digitalisation present avenues for growth and innovation. The industry is exploring new business models, such as cargo drones and autonomous ground handling systems, which could transform cargo operations soon.

## ASPIRATIONAL TARGET OF 10 MMT BY 2030

India's ambitious vision of reaching 10 MMT of cargo by 2030 is a source of optimism within the industry. This target, though bold, is aligned with the nation's expanding economic aspirations. The development of greenfield airports in tier II and III cities is broadening trade opportunities beyond metropolitan areas, while introduction of

new highways and improving the roads are streamlining processes and enhancing efficiency. But challenges remain. The goal is about positioning India as a pivotal player in global trade. Achieving 10 MMT of cargo will enhance our ability to connect with international markets more rapidly.

## MEGATRENDS

Air cargo megatrends fueling growth include rapid digitalisation and automation of logistics, driven by AI and blockchain, the booming growth of e-commerce, and a strong push towards sustainability with a focus on reducing Green House Gas emissions. Shifts in global trade dynamics, such as changes in trade routes and the rise of reshoring, along with advancements in aircraft technology, including electric and autonomous vehicles, are set to revolutionise the industry.

“The rise of emerging markets, SAF, and potential for digitalisation present avenues for growth & innovation.”

scale, the demand for efficient, reliable transportation solutions has surged. Air cargo offers unparalleled speed compared to other modes of transport, making it indispensable for moving time-sensi-



Advertorial

# Estimates for selected major commodities for June 2024

## Trade: Export

Sl. No.	Commodities	Values in Million USD				% Change	
		JUNE'23	APR'23-JUNE'23	JUNE'24	APR'24-JUNE'24	JUNE'24	APR'24-JUNE'24
1	Tea	60.82	162.64	62.76	187.38	3.20	15.21
2	Coffee	115.87	347.30	196.99	519.79	70.02	49.67
3	Rice	843.83	2821.36	852.05	2808.26	0.97	-0.46
4	Other cereals	83.92	251.90	18.76	60.24	-77.65	-76.09
5	Tobacco	118.80	314.92	163.60	426.86	37.71	35.55
6	Spices	291.80	1106.17	320.52	1089.77	9.84	-1.48
7	Cashew	27.52	82.77	25.52	68.63	-7.27	-17.08
8	Oil Meals	96.32	445.79	84.49	330.69	-12.28	-25.82
9	Oil seeds	135.12	375.11	109.71	332.24	-18.80	-11.43
10	Fruits & vegetables	234.15	792.52	250.47	843.82	6.97	6.47
11	Cereal preparations & miscellaneous processed items	214.83	679.58	247.98	763.88	15.43	12.41
12	Marine products	605.28	1772.16	558.83	1628.87	-7.67	-8.09
13	Meat, dairy & poultry products	361.98	1009.91	311.54	1011.29	-13.93	0.14
14	Iron ore	197.50	841.26	246.20	660.71	24.66	-21.46
15	Mica, coal & other ores, minerals, including processed minerals	400.27	1173.73	418.00	1148.93	4.43	-2.11
16	Leather & leather products	397.59	1093.56	388.95	1053.72	-2.17	-3.64
17	Ceramic products & glassware	314.67	1051.45	322.49	1022.63	2.48	-2.74
18	Gems & jewellery	2279.48	7527.94	2247.13	7265.20	-1.42	-3.49
19	Drugs & pharmaceuticals	2245.42	6591.45	2468.33	7202.22	9.93	9.27
20	Organic & Inorganic chemicals	2218.34	6593.69	2292.10	7100.39	3.32	7.68
21	Engineering goods	8515.72	26765.84	9390.56	27677.31	10.27	3.41
22	Electronic goods	2415.37	6937.20	2823.84	8438.20	16.91	21.64
23	Cotton yarn/fabs./made-ups, handloom products etc.	950.81	2758.52	959.55	2916.09	0.92	5.71
24	Man-made yarn/fabs./made-ups etc.	372.76	1161.12	383.16	1165.37	2.79	0.37
25	RMG of all textiles	1247.98	3694.64	1293.85	3849.68	3.68	4.20
26	Jute mfg., including floor covering	30.78	94.57	27.37	83.27	-11.08	-11.94
27	Carpet	109.76	326.16	121.44	363.37	10.64	11.41
28	Handicrafts, excl. handmade carpet	160.41	405.87	133.85	407.59	-16.56	0.42
29	Petroleum products	6757.10	19032.03	5520.65	20797.09	-18.30	9.27
30	Plastic & linoleum	632.21	1929.87	695.05	2123.05	9.94	10.01
	<b>Sub-Total</b>	<b>32436.41</b>	<b>98141.00</b>	<b>32935.73</b>	<b>103346.53</b>	<b>1.54</b>	<b>5.30</b>
	<b>GRAND TOTAL</b>	<b>34323.99</b>	<b>103894.92</b>	<b>35198.88</b>	<b>109963.42</b>	<b>2.55</b>	<b>5.84</b>

Note 1: Exports include Re-Exports.

Note 2: The figures for JUNE'24 are provisional. Note 3: Grand total is inclusive of component 'Other

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

# Estimates for selected major commodities for June 2024

## Trade: Export

Sl. No.	Commodities	Values in Rs Crore				% Change	
		JUNE'23	APR'23- JUNE'23	JUNE'24	APR'24- JUNE'24	JUNE'24	APR'24- JUNE'24
1	Tea	500.12	1337.00	523.87	1563.20	4.75	16.92
2	Coffee	952.81	2854.71	1644.30	4336.42	72.57	51.90
3	Rice	6939.13	23190.50	7112.11	23426.77	2.49	1.02
4	Other cereals	690.09	2071.25	156.59	502.51	-77.31	-75.74
5	Tobacco	976.91	2588.44	1365.57	3561.14	39.78	37.58
6	Spices	2399.59	9093.69	2675.44	9090.92	11.50	-0.03
7	Cashew	226.27	680.35	212.98	572.55	-5.87	-15.84
8	Oil meals	792.06	3663.33	705.27	2758.55	-10.96	-24.70
9	Oil seeds	1111.15	3082.95	915.77	2771.67	-17.58	-10.10
10	Fruits & vegetables	1925.53	6513.24	2090.71	7039.19	8.58	8.08
11	Cereal preparations & miscellaneous processed items	1766.67	5585.95	2069.92	6372.51	17.17	14.08
12	Marine products	4977.41	14567.65	4664.59	13588.61	-6.28	-6.72
13	Meat, dairy & poultry products	2976.68	8301.00	2600.43	8436.32	-12.64	1.63
14	Iron ore	1624.15	6913.58	2055.05	5511.96	26.53	-20.27
15	Mica, coal & other ores, minerals, including processed minerals	3291.57	9647.86	3489.06	9584.97	6.00	-0.65
16	Leather & leather products	3269.49	8989.80	3246.63	8790.69	-0.70	-2.21
17	Ceramic products & glassware	2587.68	8642.82	2691.86	8530.99	4.03	-1.29
18	Gems & Jewellery	18745.01	61884.30	18756.99	60607.06	0.06	-2.06
19	Drugs & pharmaceuticals	18464.89	54178.58	20603.38	60083.82	11.58	10.90
20	Organic & inorganic chemicals	18242.27	54201.38	19199.58	59300.62	5.25	9.41
21	Engineering goods	70027.93	220016.80	78383.86	230893.55	11.93	4.94
22	Electronic goods	19862.49	57028.72	23570.88	70394.05	18.67	23.44
23	Cotton yarn/fabs./made-ups, handloom products etc.	7818.90	22675.47	8009.46	24326.88	2.44	7.28
24	Man-made yarn/fabs./made-ups etc.	3065.32	9544.29	3198.23	9721.80	4.34	1.86
25	RMG of all textiles	10262.59	30370.14	10799.89	32115.23	5.24	5.75
26	Jute mfg., including floor covering	253.09	777.30	228.44	694.69	-9.74	-10.63
27	Carpet	902.60	2681.14	1013.67	3031.31	12.31	13.06
28	Handicrafts, excl. handmade carpet	1319.15	3336.39	1117.29	3400.22	-15.30	1.91
29	Petroleum products	55566.14	156434.89	46081.33	173485.29	-17.07	10.90
30	Plastic & linoleum	5198.92	15863.37	5801.62	17711.05	11.59	11.65
	<b>Sub-Total</b>	<b>266736.60</b>	<b>806716.90</b>	<b>274984.75</b>	<b>862204.53</b>	<b>3.09</b>	<b>6.88</b>
	<b>GRAND TOTAL</b>	<b>282258.88</b>	<b>854012.39</b>	<b>293808.22</b>	<b>917337.71</b>	<b>4.09</b>	<b>7.42</b>

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

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

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

Contd. on next page ►

# Estimates for selected major commodities for June 2024

## Trade: Import

Sl. No.	Commodities	Values in Million USD				% Change	
		JUNE'23	APR'23- JUNE'23	JUNE'24	APR'24- JUNE'24	JUNE'24	APR'24- JUNE'24
1	Cotton raw & waste	95.10	198.49	70.22	152.01	-26.16	-23.42
2	Vegetable oil	1303.23	3521.61	1423.88	4214.43	9.26	19.67
3	Pulses	216.81	499.60	366.61	1148.60	69.09	129.90
4	Fruits & vegetables	196.55	614.42	241.00	720.60	22.62	17.28
5	Pulp and waste paper	147.72	430.76	181.45	492.91	22.83	14.43
6	Textile yarn fabric, made-up articles	168.97	518.47	209.23	557.20	23.83	7.47
7	Fertilisers, crude & manufactured	1186.55	3018.32	754.20	2290.77	-36.44	-24.10
8	Sulphur & unroasted iron pyrites	30.35	59.24	21.08	32.59	-30.55	-44.99
9	Metaliferrous ores & other minerals	773.70	2257.67	872.00	2434.28	12.71	7.82
10	Coal, coke & briquettes, etc.	3534.22	11533.02	2943.06	9337.44	-16.73	-19.04
11	Petroleum, crude & products	12582.17	41850.09	15050.24	51501.07	19.62	23.06
12	Wood & wood products	477.15	1596.65	554.57	1556.20	16.22	-2.53
13	Leather & leather products	100.11	256.77	82.71	220.78	-17.38	-14.02
14	Organic & inorganic chemicals	2451.19	7345.48	2482.32	7232.07	1.27	-1.54
15	Dyeing/tanning/colouring materials	266.10	954.30	360.91	1022.41	35.63	7.14
16	Artificial resins, plastic materials, etc.	1668.18	5450.29	1909.55	5501.72	14.47	0.94
17	Chemical material & products	1231.74	3276.46	957.03	2822.53	-22.30	-13.85
18	Newsprint	48.83	112.68	50.35	115.44	3.12	2.45
19	Pearls, precious & semi-precious stones	2234.21	6221.11	1811.81	5384.36	-18.91	-13.45
20	Iron & steel	1599.26	5130.20	1801.49	5070.51	12.65	-1.16
21	Non-ferrous metals	1566.12	5382.22	2311.92	6161.58	47.62	14.48
22	Machine tools	341.96	1068.60	446.92	1292.94	30.70	20.99
23	Machinery, electrical & non-electrical	3695.94	11764.95	4087.00	12027.41	10.58	2.23
24	Transport equipment	2114.27	6601.03	1997.59	7225.39	-5.52	9.46
25	Project goods	124.87	213.84	164.05	233.40	31.37	9.15
26	Professional instrument, optical goods, etc.	587.75	1793.19	669.97	1939.66	13.99	8.17
27	Electronic goods	6642.09	19753.38	7695.33	21896.15	15.86	10.85
28	Medicinal & pharmaceutical products	666.40	1946.28	708.44	2155.22	6.31	10.74
29	Gold	4996.13	9697.59	3064.59	9512.23	-38.66	-1.91
30	Silver	44.14	184.18	210.71	482.78	377.37	162.13
	<b>Sub-Total</b>	<b>51091.81</b>	<b>153250.89</b>	<b>53500.23</b>	<b>164734.68</b>	<b>4.71</b>	<b>7.49</b>
	<b>GRAND TOTAL</b>	<b>53513.23</b>	<b>160050.76</b>	<b>56175.92</b>	<b>172225.48</b>	<b>4.98</b>	<b>7.61</b>

Note 1: Imports include Re-Imports.  
 Note 2: The figures for JUNE'24 are provisional.  
 Note 3: Grand total is inclusive of component 'Other'.

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

# Human element rules global supply chains despite tech

Global supply chain is the lifeblood of modern economy. Disruptions have exposed weaknesses in global networks necessitating a re-evaluation of how we approach supply chain management. As we look to the future, trends, challenges, and opportunities stand out, shaping the path forward for businesses worldwide.

Unforeseen circumstances such as the pandemic and floods underscored the risks of over-reliance on single sources for materials and goods. Companies are now recognising the importance of diversifying their supply sources to mitigate risks. This does not mean shifting from one primary supplier to another, but involves a strategic overhaul to develop multiple, reliable supply channels across different geographies.

## ADVANCED TECHNOLOGY

Advancements in technology offer unprecedented opportunities to enhance supply chain efficiency and transparency. Artificial Intelligence, Blockchain, and the Internet

“Future of global supply chains is complex and is fraught with challenges, but it is also ripe with opportunities

of Things are not just buzzwords, but pivotal tools. AI can forecast demands and identify potential disruptions, while Blockchain offers a new level of transparency and trust in transactions. IoT devices enable real-time tracking of goods, thereby ensuring that they are efficiently and safely transported.

## SUSTAINABILITY

Environmental concerns are driving a major rethink of supply chain operations. The



push for sustainability is increasingly seen as a strategic component of business operations. Companies are looking to reduce their carbon footprint, utilise sustainable materials, and optimise logistics to be more energy efficient. This shift is not only about adhering to regulations but also about meeting the expectations of a discerning consumer base.

## HUMAN ELEMENT

Despite the surge in automation and technology, the human element remains irreplaceable. Skilled human resources are crucial in managing supply chains, requiring continuous investment in training and development. Additionally, labour practices are under more scrutiny than ever, pushing the companies to ensure fair conditions throughout their supply chains, which is as much a moral imperative as it is a business one.

## GEOPOLITICAL SHIFTS

International trade policies and geopolitical shifts can

reshape supply chains overnight. The companies must stay agile, with strategies that can adapt to changes such as trade wars, tariffs, and political instability. This might involve scenario planning and establishing operations in politically stable countries.

## ROLE OF GOVT

Governments across the globe are reassessing their roles in the global supply chain. Increased regulation and incentives for maintaining certain levels of domestic production are trends likely to grow. Businesses must navigate these changes carefully, maintaining compliance, while advocating for policies that support global trade efficiencies.

## FUTURE TRENDS

The future of global supply chains is complex and is fraught with challenges, but it is also ripe with opportunities for those willing to innovate and adapt. As we continue to navigate these turbulent times,

the key will be in building resilient, responsive, and responsible supply chains that can not only withstand future disruptions but also thrive in an evolving global landscape. By embracing change and looking toward sustainable, technology-driven solutions, we can ensure that our supply chains not only survive but also lead the way in the business of tomorrow.



**Julianne Holt-Kailihiwa**  
Chief Executive Officer  
Sumo International Inc. LLC

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

# 11% growth in IAG Cargo tonnage from India in early 2024

India has been the most consistent performer in our global network. IAG Cargo has seen rise in transportation of wide range of automotive parts and components, including engines, transmissions, semiconductors, and body panels, across our network, says **Camilo Garcia Cervera, Chief Sales and Marketing Officer.**



Ritika Arora Bhola

**H**ow is IAG Cargo utilising belly capacity to improve air cargo efficiency? Could you please elaborate on the space available in pax aircraft for cargo?

While the operating environment continues to evolve, we are focusing on improving our efficiency, while enhancing our plethora of services, which have increased compared to last year. Specifically in India, we offer 56 weekly flights, utilising wide-body aircraft from five key destinations, providing direct connections to London and onto the wider IAG network. Our skilled teams on the ground ensure we optimise every aircraft. Their dedication and collaboration with customers have led to 11 per cent increase in tonnage in the first five months of 2024 compared to the same period



**Camilo Garcia Cervera**  
Chief Sales and Marketing Officer  
IAG Cargo

in 2023 for India, Sri Lanka, and Maldives.

**Does India have enough cargo load for pax aircraft, P2Fs, freighters, or industry is waiting for the capacity to return to normal?**

India has positioned itself as a global hub for manufacturing, which is due to the country's growing economy and various

government initiatives. The country has become a global producer of pharma, perishables, healthcare, automotive, and aerospace, among others. While there were disruptions during the pandemic, the industry is adapting and has been increasing capacity to support Indian businesses.

**Tell us about your cargo operations to and from India. What kind of cargo is being moved?**

IAG Cargo provides cargo services to and from India through our operations in New Delhi, Mumbai, Hyderabad, Bengaluru, and Chennai. In recent years, the hi-tech manufacturing industry in India has grown, leading to an increase in the semiconductor production, a trend that is evident in our network. India exports large quantities of fruits, vegetables, and flowers, and is one of the largest producers of pharmaceuticals. In fact,

13 per cent of our total cargo volume from India in 2023 was ferried via our Constant Fresh products, up from 9 per cent the previous year. This product is designed for fresh produce. We are also seeing a rise in transportation of a range of automotive and spare parts,

**“Manufacturing industry in India has grown, leading to growth in the semiconductor production, evident in our network.”**

including engines, transmissions, semiconductors, and body panels, across our network. India has been the most consistent performer within our global network. Its consistency is driven by the diversification of the manufacturing base into all the verticals and sectors that we operate in and are critical to our business.

**Do we have enough freighters in India? Narrowbody or wide-body, which is most suitable for Indian market?**

Our business model allows us to transport goods via the belly hold of the Group's five airlines. With a fleet of over 500 aircraft, it is a model that provides us with fantastic capacity and global reach. In India, we use wide-body aircraft to transport large quantities of pharmaceuticals, perishables, and automobiles to and from India.



# ACCD luncheon: President stresses on advancing industry

The Managing Committee of the Air Cargo Club of Delhi (ACCD) hosted a luncheon for its members in New Delhi recently. Sumit Mathur, President, ACCD delivered welcome address, emphasising importance of these gatherings for fostering professional relationships and advancing the industry.





# Çelebi, Angkor Air join forces for cargo handling operations

This collaboration highlights handler’s commitment to delivering exceptional cargo handling services and to enhance operational efficiency and ensure seamless handling of cargo shipments, driving mutual growth and success, says **Kamesh Peri, Chief Executive Officer, Çelebi Delhi Cargo Terminal Management.**



CT Bureau

Çelebi India has announced its selection as Angkor Air’s cargo operations partner at the Çelebi Delhi Cargo Terminal. This collaboration marks a milestone in Çelebi’s commitment to enhancing air cargo operations and expanding its global footprint. Cambodia Angkor Air, the national flag carrier of Cambodia, has chosen Çelebi Delhi Cargo Terminal as its preferred partner to streamline

cargo handling operations, leveraging Çelebi’s facilities and expertise in cargo logistics. This partnership underscores Çelebi’s capability to provide efficient and reliable cargo handling solutions to its esteemed partners.

“We are delighted to partner with Cambodia’s Angkor Air for cargo operations at Çelebi Delhi Cargo Terminal. This collaboration highlights our commitment to delivering exceptional cargo handling services. With

our state-of-the-art facilities and experienced team, we are equipped to enhance operational efficiency and ensure seamless handling of cargo shipments, driving mutual growth and success,” Kamesh Peri, CEO, Çelebi Delhi Cargo Terminal Management, said.

The Çelebi Delhi Cargo Terminal is equipped with advanced infrastructure and has a dedicated team of professionals. It is well-positioned to support the growing



**Kamesh Peri**  
Chief Executive Officer, Çelebi Delhi Cargo Terminal Management.

**“This partnership underscores Çelebi’s ability to provide efficient and reliable handling solutions to its partners.”**



demands of air cargo operations. Through this partnership, Çelebi aims to enhance operational efficiencies and customer satisfaction, ensure seamless cargo handling of Angkor Air’s shipments.

# MOPA cargo terminal aims to become West India logistics hub

Located at the Northern part of Goa, the cargo terminal got operational in September 2023 and have handled around 2,300 metric tonnes in domestic sector and 1,700 metric tonnes in the international sector, thus making a total count of 4,000 metric tonnes of cargo handled till date.

 CT Bureau

**G**MR AERO Cargo Logistics, a division of GMR Airports & Infrastructure Limited (GIL) is the first Greenfield cargo port at Manohar International Airport built in Goa. It is the newest cargo airport in the country. With the logistics industry growing at an immense rate, air cargo plays a very crucial role in contributing to the development of the industry

**The demand for air cargo transportation has increased over the past few years because product life cycles have shortened**

and to the country's Economy. With a vision of becoming the future logistics hub of the Western India, GMR developed the greenfield cargo terminal which really boost the manufacturers, exporters, importers by its state-of-the-art facilities for exporting temper-



ature-controlled pharmaceuticals, agri-produce, aqua marine products, among others through seamless air-freight supply chain.

Located at the Northern part of Goa, the cargo terminal got operational in September 2023 and have handled around 2,300 MT in domestic sector and 1,700 MT in the international sector, thus making a total count of 4,000 MT of cargo handled till date. Goa and its catchment area has a total

market size of 46,000 MT per annum. covering North Karnataka & Maharashtra with its enriched industrial and manufacturing hubs.

GOX Air Cargo has handled first ever international charter freighter of 25 MT of imports. Moreover, commodities such as pharma, perishables, e-commerce shipments, PO mail are being handled on daily basis. New business initiatives via bonded trucking along with domestic to

international transshipment have also been facilitated. Presence of PGAs such as drug controller, plant quarantine are also within the cargo terminal premises.

The demand for air cargo transportation has increased significantly over the past few years because product life cycles have shortened and demand for rapid delivery has increased.

To cater this demand supply ratio, along with the most advance facilities, several domestic airline have taken on board such as IndiGo, Air India, Akasa Air, Vistara, Spice Jet. Total 29 destinations are being connected in the domestic sector. On the international front, Qatar Airways, Air India, TUI and Oman Air are currently operational along with upcoming airlines such as Gulf Air, Air Arabia, and Aeroflot. To connect globally by transiting through transit hubs. Total six International destinations are presently connected from MOPA. ↴

## Greenfield Air Cargo Terminal at GOX Future Logistics Hub of Western India

### KEY FEATURES

  
Temperature controlled dedicated facility

  
Dedicated Truck Docks for Pharma

  
Temperature controlled examination area

  
Drug controller & Other PGAs on site

  
Regulated agent & ACC3 (RA3) UK & EU certified Terminal

  
Cold storage rooms & Palletized ULD storage

  
CAT 6. LAR qualified staffs along with dedicated DGR & AVI handling space

  
ACCS (Air Cargo Community system) - Single window digital platform

  
Full scale charter flights handling facility

  
Bonded Trucking & Transshipment Facilities

# Redefining success: Integrating sustainability in core operations

APL Apollo is a top producer of steel pipes and tubes and a major force in transforming the building sector by emphasising innovation and sustainability. Apart from changing the industry, we are promoting a more sustainable future, says **Sanjay Gupta, CMD, APL Apollo**.



With a commitment to sustainability, APL Apollo set new benchmarks for the industry, driving positive change and inspiring others to prioritise eco-conscious practices.

**Embracing sustainable manufacturing practices:** APL Apollo has invested in technologies to optimise resource efficiency and minimise environmental impact. Through the adoption of energy-efficient equipment and facilities, it has managed to reduce its carbon footprint and conserve natural resources. APL Apollo reduces its environmental impact and contributes to the creation of a sustainable future.

**Commitment to carbon neutrality:** APL Apollo has targeted to achieve carbon neutrality across its operations, leveraging renewable energy sources and implementing carbon offset programmes. The firm's commitment to combat climate change and transition a low-carbon future is evident in its leadership in the industry. By



**Sanjay Gupta**  
CMD  
APL Apollo

prioritising carbon neutrality, the firm shows its dedication to environmental stewardship and sustainability.

**Fostering community engagement and social responsibility:** APL Apollo collaborates with local communities to implement initiatives in education, healthcare, and environmental conservation. Through educational programmes and awareness campaigns, the firm empowers stakeholders to embrace sustainability and drive change within their communities. APL Apollo's commitment to social responsibility extends beyond its operations.

**Advancing sustainable supply chains:** APL Apollo works closely with suppliers to uphold responsible sourcing practices and ethical labour standards throughout its supply chain. By prioritising transparency and accountability, it fosters a network of partners committed to sustainability and environmental stewardship.

**“The company's commitment to combat climate change & transition a low-carbon future is evident in its leadership role.”**

APL Apollo's efforts to advance sustainable supply chains ensure the integrity of its environmental commitments across the entire value chain.

**Industry collaboration:** APL Apollo engages in thought leadership initiatives and collaborates with stakeholders to drive



sustainability. The company shares best practices, knowledge, and expertise to catalyze positive change within the steel manufacturing sector. Its leadership and collaboration efforts accelerate the adoption of sustainable practices.

**Environmental impact assessments:** APL Apollo conducts environmental impact assessments to identify areas for improvement. The company monitors its environmental performance, setting targets for continuous improvement. Its proactive approach to environmental management ensures progress towards sustainability and regulatory compliance.

**Employee engagement and sustainability training:** APL Apollo engages its workforce in sustainability through training programmes and awareness campaigns. The firm fosters a culture of environmental responsibility among employees and recognises the importance of employee engagement in driving sustainable practices and incorporates sustainability training into its culture. It stands as pioneer in environmental responsibility and innovation within the industry. Through its approach to sustainability, the firm sets new standards for eco-conscious practices, inspiring positive change and leaving a legacy for future generations.



# Build human resource pool for enhancing logistics sector

The sector is expected to generate 10 million jobs by 2027. With the growing deployment of new-age technologies in transportation, warehousing, and distribution, the opportunities are growing for new generation latent in technology to make a career in the logistics industry.



Allcargo Multi-Skill Development Centre at Panvel-Uran

Skill development in the logistics sector is yet to achieve the desired momentum as there is lack of efforts on part of the industry to institutionalise skill development initiatives. Given the

**“The centre opens avenues for firms across the ecosystem to recruit skilled, trained and industry-ready candidates.”**

growing demand of logistics and supply chain services, it is critical for the industry to develop an institutional framework to generate trained human capital.

Allcargo multi-skill development centre launched by Allcargo Group aims to build trained human resource pool equipped with the sector-specific skills so that the logistics industry can enhance its service delivery capabilities and elevate its growth trajectory. Located at Bokadvira, Uran

near JNPT, Navi Mumbai, the centre aims to plug the skill gaps in the industry and strengthen the employability of the youth with industry-specific training.

Trainers at the centre are Logistics Skill Council Training Of Trainers certified. It operates under the Pradhan Mantri Kaushal Kendra (PMKK) model and Pradhan Mantri Kaushal Vikas Yojana (PMKVY) flagship scheme of the Union government. The goal is to help students gain employment as consignment booking assistant, consignment tracking executive, inventory clerk, documentation assistant and warehouse picker/packer, heavy vehicle drivers and impart then necessary training. The programmes aim to hone their skill proficiencies in areas such as warehousing documentation, booking, loading, unloading, tracking, MIS, picking and packing processes.

Under its CSR initiative, Allcargo Group has launched the NIPUN programme with centres at Gautam Budh Nagar and Dadri in UP, Mangaluru,



Allcargo Multi-Skill Development Centre launched by Allcargo Group

and Chennai. Nipun is an initiative by Allcargo Logistics and Avashya Foundation aimed at skill development of youth from the drought-hit backward areas of Maharashtra. The Group aims to expand the pool of trained young professionals for the logistics sector.

The centre opens avenues for organisations across the logistics ecosystem to recruit skilled, trained and industry-ready candidates to boost their logistics operations. Allcargo Group aims to train 10,000 students at PMKK and NIPUN centres by 2030.

The logistics industry offers a plethora of career opportunities for the youth of the country. As a per a report released in 2023 by the staffing firm TeamLease Services, the logistics sector is likely to generate 10 million jobs by 2027. With the growing deployment of new-age technologies in transportation, warehousing, and distribution, the oppor-

tunities are growing for tech talents to make a career in the logistics industry. As customer demand is becoming time-sensitive and flexibility-driven, strengthening operational efficiency has become core vision of the companies. Management students specialised in logistics can explore rewarding career avenues in logistics and supply chain industry.



**Dr. Nilratan Shende**  
Head, CSR  
Allcargo Group

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



# S1 unveiled, alters cold chain logistics

Autonomous vehicle's launch is a milestone in the firm's journey, taking cold chain logistics way ahead of its times. The firm will have a strong presence and expand into UAE, says **Chris Chen, Global CEO and Co-Founder, SingAuto.**



**Chris Chen**  
Global CEO and Co-Founder  
SingAuto

 CT Bureau

With a vision to be a complete logistics solutions provider, the company unveiled its masterpiece: The world's first one-step new energy intelligent refrigerated vehicle. The temperatures for refrigeration go from 30°C to minus 123°C in a matter of seconds.

Singapore-based SingAuto recently unveiled its brand, S1, at Yas Marina Circuit in Abu Dhabi. This

was where they also unveiled what they call the Frozen Fish Technology.

As the new energy intelligent logistics chain solutions provider, it dedicated to establishing a strong local presence in the UAE and is expanding into the Gulf. With autonomous driving capabilities and advanced cold chain logistics technology, featuring an AI-powered digital platform, multi-temperature control, independent suspension, and a cloud plat-

form for fleet management. At the event in the UAE, the company signed agreements with DAEJI P&I, Shandong Heima Group. These partnerships underscore its commitment to global market expansion and strategy for fostering high-quality international collaborations.

It was also a platform for industry leaders and potential partners to witness the future of intelligent, sustainable logistics. Showcasing its advanced technologies and

**“We aim to create a sustainable and efficient logistics landscape through advanced technologies.”**

comprehensive solutions, the company reinforced its commitment to innovation. “The UAE is not just the economic and innovation hub of the



Middle East; the country is leading the transition towards clean energy and high-tech industries, so it is the ideal base for our ambition. Our focus on sustainability and innovation, aligning with the UAE's

goal of 44 per cent clean energy by 2050, will redefine the logistics industry. We aim to create a sustainable and efficient logistics landscape through advanced technologies and global partnerships," Chris Chen, Global CEO and Co-Founder told the [EBC NEWS](#).

office' solution for drivers. This technology equips vehicles not only with a surround screen system but also smart entertainment systems, aiming to

**Showcasing its advanced technology, the firm reinforced its commitment to innovation**

Deliveries are expected to commence in 2025. In terms of customers, besides the Middle East and Southeast Asia, SingAuto has also signed agreements with firms in China. It hopes to make its presence in international markets as well.

**LOGISTIC TECH INNOVATIONS**

Simultaneously, SingAuto is making progress in terms of its intelligent solutions. One example is its intelligent cockpit technology, which it stated, is being positioned as a 'mobile

minimise manual operations through voice interaction. "We see the UAE as not only as an economic centre but also as the world's innovation centre. The story of S1, which is pegged as a global brand is one which my team is extremely proud of," Chen said. ✈️



# Developing automated and efficient warehouses of future

Despite global uncertainties, 2023 marked milestone with I&L leasing activity achieving peak of 38.8 mn sq. ft., surpassing previous high of 36 million square feet in 2022. While e-commerce recalibrated towards profitability, 3PL emerged as a stalwart, commanding 45% share of total leasing volumes.

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This year, the demand for advanced warehousing facilities is likely to rise, with key features gaining more traction. Driven by robust demand from 3PL firms leveraging extensive distribution networks and followed by E&M sectors, the warehousing landscape in 2024 expects a surge in e-commerce activity for compact delivery centres, prompting occupiers to explore facility consolidation options.

Retail, FMCG, auto, electronics and electricals sectors are poised to contribute to overall demand. Warehouses



**Anshuman Magazine**  
Chairman & CEO, India, South-East Asia, Middle East & Africa  
CBRE

es with high ceilings, sturdy floors, leak-proof thermal insulation, pre-installed dock levelers, ample loading and unloading zones, reliable back

up power sources, and robust fire safety systems are likely to become prevalent. Looking ahead, while large-scale transactions continue to grow, transactions over 100,000 square feet increase from 27 per cent in 2019 to 31 per cent in 2023. The focus this year is on leasing within the 50,000 to 100,000 square feet range as occupiers sustain momentum in optimising their logistical footprint.

Manufacturing units are projected to exhibit a preference for ready-built, plug-and-play infrastructure within industrial clusters. These solutions are likely to reduce capital expenditure for occupiers

**“Driven by demand from 3PL firms, warehousing landscape in this year expects a surge in e-commerce shipments.”**

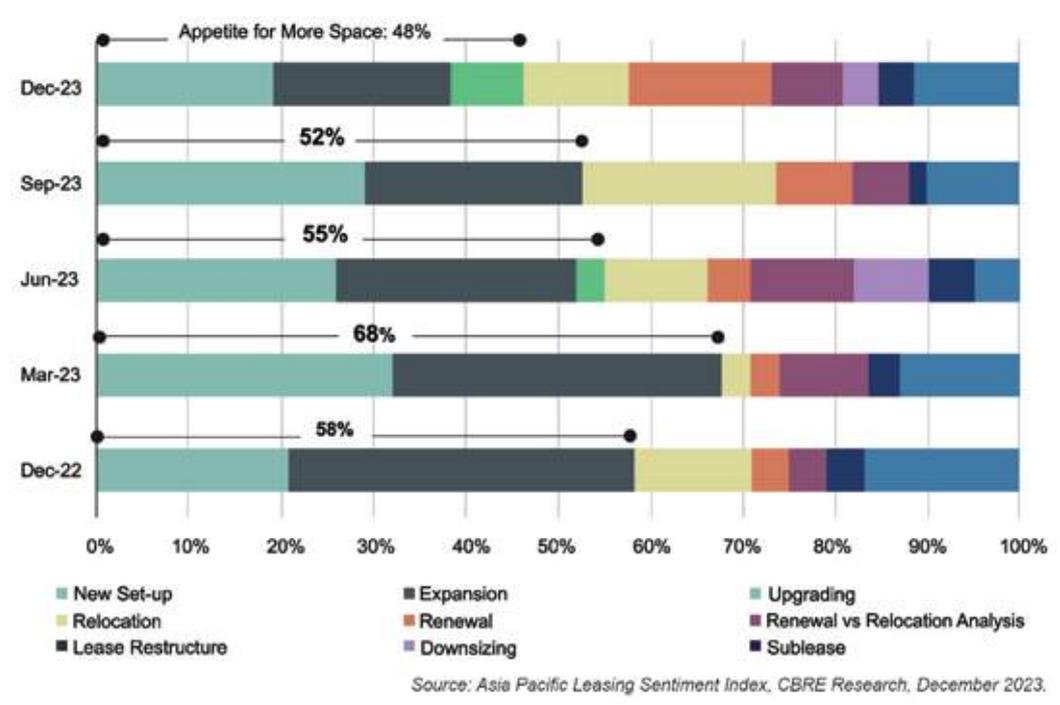
and ensure immediate operations, as they provide access to shared amenities and infrastructure within the cluster.

By adopting these high-specification warehouses





### Logistics leasing sentiment in Asia-Pacific



The combination of rising end-user demand delivery and tight labour markets will continue to spur automation

ing features and ready-build facilities, the firms can enhance their operational efficiency, reduce costs, and adapt to the changing needs of logistics and manufacturing sectors.

The combination of rising end-user demand rapid delivery and tight labour markets, which will continue to spur warehouse automation and near-stocking at consumption points and service locations.

# Logistics professionals gather at 13<sup>th</sup> edition of IWS

The 13<sup>th</sup> edition of India Warehousing Show (IWS) was held recently. Surendra Ahirwar, Joint Secretary Logistics & Trade, Ministry of Commerce & Industry inaugurated the show. The warehousing show witnessed the participation of as many as 250 exhibitors.



# PPP to create right infra for global cold chain network

Establishing SEZs with modern cold storage and logistics infrastructure in areas can centralise resources and streamline operations. Integrating advanced technologies such as IoT for real-time monitoring and blockchain for supply chain transparency can optimise operations, enhancing tracking and reducing losses.

Imagine biting into a crisp apple or enjoying a fresh salad miles away from the farm where it was harvested. Behind this everyday miracle lies a complex and delicate dance known as the cold chain—a seamless series of refrigerated production, storage, and distribution activities that keep perishables fresh and safe. However, this intricate system is fraught with chal-

**From inadequate infra and lack of cold storage facilities to inefficient networks, the cold chain sector faces many pain points."**

lenges. From inadequate infrastructure and lack of cold storage facilities to insufficient refrigerated transport and inefficient networks, the cold chain faces many pain points.

Let us delve into some innovative solutions to these problems and explore how recent initiatives in India and Canada are set to revolutionise the sector.

**So, what are some of the pain points?**

## INFRASTRUCTURE DEVELOPMENT

One of the primary challenges in the cold chain sector is the lack of infrastructure. This can be addressed through PPP mode. Such partnerships can create a solid foundation for the cold chain, ensuring that essential infrastructure



is available and efficiently utilised. Establishing special economic zones (SEZs) with state-of-the-art cold storage and logistics infrastructure in high-demand areas can further centralise resources and streamline operations. Integrating advanced technologies such as IoT for real-time monitoring and blockchain for supply chain transparency can optimise operations, enhancing tracking and reducing losses.

## COLD STORAGE FACILITIES

The availability of adequate cold storage facilities is critical for the cold chain. Deploying mobile cold storage units in regions with high agricultural output, but limited storage facilities can address storage bottlenecks and minimise spoilage. Investing in renewable energy solutions, such as solar-powered cold storage units, can lower operational costs and promote sustainability. These portable and eco-friendly solutions can ensure remote areas have access to reliable cold storage, thereby

preserving the quality of perishable products.

## REFRIGERATED TRANSPORT

Refrigerated transport is a vital component of the cold chain that requires attention. Upgrading existing transport fleets with modern, energy-efficient refrigerated trucks can improve the efficiency of perishables transport. Establishing dedicated cold chain logistics corridors can ensure fast and reliable transport, reducing transit times and preserving product quality. These corridors can facilitate faster movement of goods, thereby maintaining the integrity of the cold chain.

## EFFICIENT TRANSPORT NETWORKS

An efficient transport network is vital for the smooth operation of the cold chain. Developing centralised logistics platforms that connect farmers, distributors, and retailers can streamline operations, improve coordination, and

reduce delays. Enhanced road and rail linkage is equally important, as investing in infrastructure improvements can ensure smoother and faster transit. This integrated approach can reduce the time and cost involved in moving perishable goods from one point to another, maintaining their quality throughout the journey.

## TRAINING AND EDUCATION

Finally, training and education are essential for ensuring the cold chain operates effectively. Initiating skill development programmes for workers in the sector can enhance their ability to handle perishables, ensuring better management and reduced waste. Conducting awareness campaigns for stakeholders about best practices in cold chain management can promote adherence to standards and improve overall efficiency. By fostering a well-trained workforce and informed stakeholders, the sector can achieve reliability and sustainability.



**Ish Chowdhry**  
Indo-Canadian Cargo man, Country Manager, Agarwal Packers and Movers Canada Inc.,

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

# Movements

## JEENA & COMPANY India



**Prediman Koul** has taken over as the new CEO at Jeena & Co. He joined the firm in the finance division and developed an interest in the core business operations. He dedicated his career to fostering growth and excellence within in the company.

## NEXGEN LOGISTICS India



**Satish Lakkaraju** has joined as the new CEO at Garudavega, owned by NexGen Logistics. He has 30 years of experience in the industry, Lakkaraju served as the SVP and Global Head, Air Freight & Pharma, Wiz Freight and CCO at Agility Logistics.

## KUEHNE + NAGEL India



**A.K. Jha** has been appointed as MD, India, Sri Lanka, and the Maldives, K+N. He brings a wealth of experience to his new role. Jha began as a management trainee and was promoted as the Country Head, Air Logistics and GM, Northern & Eastern India.

## BALMER LAWRIE & CO. India



**A.N. Palchaudhuri** has taken over as CMD (additional charge), Balmer Lawrie & Co. He has been serving as a fulltime Director on the Board. He will now oversee Logistics (Infrastructure, Services & Cold Chain) and Travel & Vacations biz.

## DIAL India



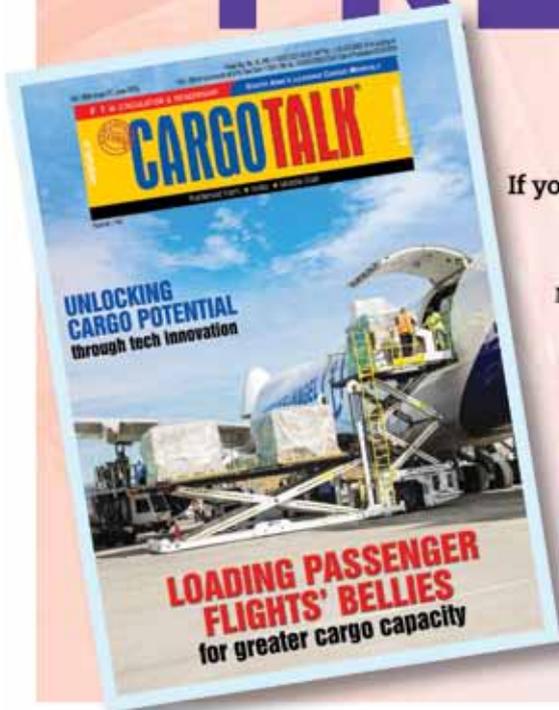
**Munish Davessar** has taken over as GM, Business Development (Air Logistics), DIAL where he will look after the upcoming DIAL projects such as Cargo city and SEZ and also work with other GMR Airports and create new products.

## TIACA India



**Mahendra Pokhriyal** has been appointed as regional representative-India, TIACA. His appointment supports the mandate from TIACA's Board of Directors and its members to have and maintain a regional presence in key areas across the globe.

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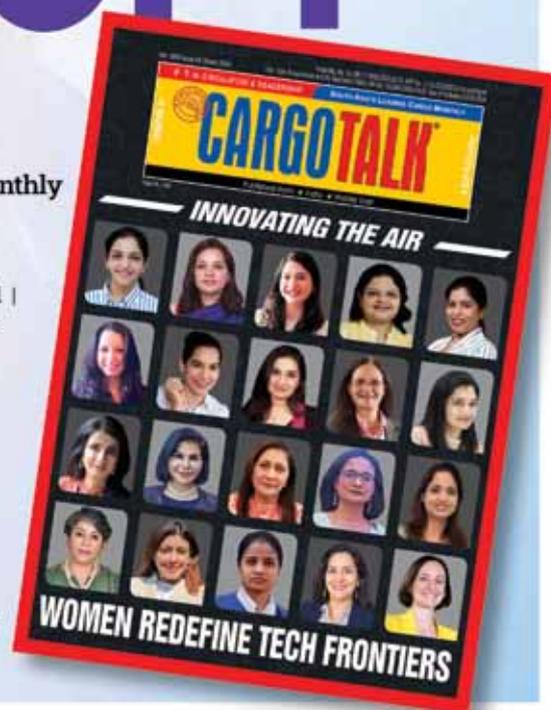


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