



MIKE CHEW,
CEO, AISATS

Apart from special handling facilities, there is a need to integrate the airport infrastructure with air cargo facilities to handle increased air cargo volumes. This can be done by utilising unused infrastructure available at airports and by allocating them to air cargo operators.

about the need of value added services especially in India by saying, “Creation of value added infrastructure is becoming a necessity to face the changes in a regulatory environment, especially the export regulations for different countries. Airport operators need to augment their infrastructure to make them an ideal enabler for exporters. Hyderabad Airport has always been taking steps to enable its stakeholders and over the years we have introduced new services such as Road Feeder Service (RFS), Air Freight Station (AFS), Environmenter base, augmentation of cold storage facilities, etc. We are in process of consulting with its stakeholders on estab-

Route Area	% Growth in Freight Tonnes, year-on-year					
	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16
Africa-Europe	-3.6%	-7.0%	0.8%	-5.9%	-4.7%	-10.4%
Africa-Asia	-1.3%	17.7%	5.0%	19.8%	18.0%	18.1%
Africa-Middle East	8.2%	5.5%	2.0%	8.2%	15.5%	4.5%
Central America / Caribbean South	11.9%	13.1%	7.4%	1.0%	3.2%	-7.6%
Europe-Central America Caribbean	-6.6%	3.3%	-2.6%	-5.4%	5.0%	-0.7%
Europe- Asia	-1.7%	2.1%	-8.0%	-4.7%	5.9%	1.5%
Europe-Middle East	10.7%	2.3%	1.1%	-3.9%	7.8%	2.7%
Europe- North America	-1.8%	0.4%	-2.0%	-5.1%	1.1%	-1.7%
Europe- South America	-13.2%	-5.2%	-5.5%	-13.3%	5.8%	3.6%
Asia- North America	-4.4%	-8.5%	-20.5%	-11.7%	-4.7%	-3.2%
Asia- Southwest Pacific	8.2%	6.5%	-8.5%	3.4%	4.4%	-2.5%
Middle East-Asia	-4.1%	9.9%	1.0%	6.1%	7.8%	3.3%
Middle East- North America	13.0%	38.6%	24.8%	10.1%	21.4%	20.1%
North America-Central America	19.4%	17.8%	4.2%	5.3%	7.1%	-4.2%
North America-South America	-5.9%	-3.7%	-1.7%	-6.8%	-11.2%	-13.2%
North/ South America Southwest	17.9%	19.0%	6.7%	-3.9%	14.2%	10.9%
Within Central America	4.1%	-6.2%	-3.0%	-7.8%	4.0%	-11.1%
Within Europe	0.4%	13.0%	9.1%	13.9%	13.8%	8.8%
Within Asia	-1.2%	1.4%	-7.8%	5.1%	4.6%	4.1%
Within South America	-12.2%	-19.7%	-14.6%	-16.9%	-18.6%	-23.9%

lishment of a dedicated Perishable Terminal” Zhou Zengrong, General Manager-India, China Eastern Airlines points out three important initiatives which ensure improved and world class services to the customers, especially in India.

1. “Improvement in the infrastructure is still a bit slow. The government is already on the job and expected to be accelerated to overcome the infrastructure problem.
2. Connectivity between metros and states will have to be improved for the fast delivery of cargo. The government has already launched several projects all over India to address this problem and it is expected to overcome soonest possible time.
3. Dwell time of exports and imports shipments was earlier 48 hours which has now been changed to 18 hours and in the coming time the government has set the benchmark of 12 hours.”

Chew complains about the Indian air cargo scenario saying, “Air cargo industry continues to have relatively low priority in planning, allocation of space, budget, and human resources. Barring the Greenfield airports, there has been a lack of planned and integrated development of cargo facilities at Indian airports. There is also a lack of standardisation and benchmarking of deliverables.” Meanwhile Kishore is feeling positive about the industry with the advent of GST and he says, “The Government of India has been successful in clearing the GST bill

through the Parliament. As per the broad contours of the bill, it will have positive impact on the logistics industry as a whole. It will also entail consolidation in the field with large format warehouses and delivery centers gaining currency.

However, the targeted time frame to make the GST applicable will need the players to invest in adopting the mandated changes to be future ready.” Kishore also tries to figure out another major challenge which is the lack of enough aircrafts to transport cargo. He said, “Air cargo capacity, especially the belly cargo capacity, is expected to increase with airlines inducting multiple aircrafts over the next few years which is expected to drive down the air freight rates with increased competition.

If the same happens, there will be tremendous growth of cargo movement through air. Other than airports, the support infrastructure from logistics companies, trucking, warehousing, etc also need to be enhanced.”

V.V.Sridhar, Regional Manager - Cargo and Salil Nair, Senior Manager - Key Accounts, Spicejet identifies five major challenges for air cargo in the upcoming years. They said, “Five major challenges would be space constraints at warehouses, shortage of handling equipments, screening machines, shortage of skilled manpower in ground handling as well as in security domain. BOPT model for infrastructure development of warehouses, common user terminals, latest screening machines, investment in technology, rigorous training