

e-CARGO NEWSLETTER



e-Newsletter from **RIGHT LOGISTICS**



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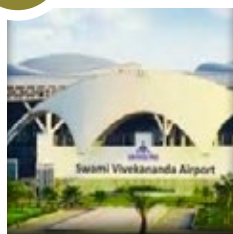
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Asia Pacific powers Global air cargo growth

Asia Pacific origin markets have driven a significant portion of global air cargo growth in 2024, accounting for 56% of the worldwide +12% year-on-year (YoY) increase in tonnage during the first 10 months of the year, according to analysis by WorldACD Market Data.

The region's robust performance has elevated its share of global outbound air cargo to 41%, up from 39% in 2023. This dominance places it well ahead of other regions:

Europe: 24% of global volumes.

Central & South America: 14%.

Middle East & South Asia (MESA): 9%.

North America: 8%.

Africa: 4%, with stable inbound and outbound volumes.

Within Asia Pacific's contribution, general cargo played a pivotal role, making up 64% of the region's growth. This category was largely boosted by consolidated e-commerce traffic. Special cargo, which accounted for 36%, was primarily driven by the vulnerables/high-tech segment, contributing 80% of special cargo growth.

Hong Kong remained the top global growth market, generating a +15% YoY tonnage

increase in October, twice that of second-place Miami, which saw a +31% YoY rise. Dubai (+45%), Shanghai, and Tokyo also featured prominently among outbound growth markets.

Hong Kong: Growth driven exclusively by special cargo (vulnerables/high-tech).

Miami: Balanced growth in general and special cargo.

Dubai, Shanghai, Tokyo: Growth led by general cargo.

For inbound markets, Dubai led with a +19% YoY increase in October, followed by Frankfurt, New York, Singapore, and Miami. In all five markets, general cargo drove growth, with special cargo accounting for 25-33%, led by high-tech products and temperature-controlled pharmaceuticals.

The most significant inbound tonnage declines were recorded in Tehran (-96%) and Beirut (-96%), where commercial flights were largely suspended. Beijing, Dhaka, and Zaragoza also saw sharp declines in October.

Asia Pacific's dominance underscores its role as the engine of global air cargo growth, with e-commerce and high-tech products continuing to lead demand. However, challenges remain in regions like the Middle East, where geopolitical issues disrupt traditional trade lanes.

This dynamic highlights the shifting patterns in air cargo logistics and the growing importance of specialised cargo in driving future growth.

Courtesy : CA&AS



AIR INDIA COMMENCED OPERATIONS TO THE US WITH AIRBUS A350S



Air India's first Airbus A350-900 transatlantic scheduled flight departed Delhi in November.

The airline began operating with these planes between India and the United States, being Delhi – New York

the first regular route.

In accordance with our database, Air India will have a daily frequency to John F. Kennedy Airport by A350-900 jets. The A350s replaced the Boeing 777-300(ER) on this service.

Daily

- AI 101 Delhi DEL 02:30 · 06:55 JFK New York
- AI 102 New York JFK 10:55 · 11:05+1 DEL Delhi

Delhi and Mumbai are Air India's routes from JFK, offering seven flights a week to BOM on 777-300(ER) aircraft.

Chicago, New York, Newark, San Francisco, Toronto, Vancouver and Washington DC are the company's North American destinations.

QATAR AIRWAYS CARGO LAUNCHES TWICE-A-WEEK B777F SERVICE TO KUALA LUMPUR

Qatar Airways Cargo announces the launch of a new strategic partnership with MASkargo, the cargo airline and subsidiary of Malaysia Aviation Group.



This partnership, marks a significant milestone in enhancing global cargo connectivity and operational efficiency.

Qatar Airways Cargo Boeing 777 flights now fly from Doha to Kuala Lumpur twice a week, increasing weekly cargo capacity by over 200 tonnes. The strategic partnership will further solidify connectivity and efficiency to Sydney and Melbourne with MASkargo Airbus A330 freighters carrying more than 75 tonnes of weekly cargo capacity to these cities, with a swift connection time of just 8 hours in Kuala Lumpur. The strategic hubs at Hamad International Airport (DOH) and Kuala Lumpur International Airport (KUL) will play a pivotal role, providing seamless connections and state-of-the-art handling facilities.

EXPRESS CARGO AIRLINES ADDS ANOTHER 737 CLASSIC

Express Cargo Airlines has added a second 737-300 freighter after the aircraft left the fleet of fellow Indonesia-based operator RGA-Black Stone Airlines. The 1997-vintage 737-300F (28200) yesterday flew for the first time under its new registration and livery after it exited service with RGA-Black Stone in June.



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LUFTHANSA CARGO OPENS A NEW ROUTE TO INDIA

The first Lufthansa Cargo flight from Frankfurt landed at Chennai International Airport recently. This service was carried out by the Boeing 777F.



Lufthansa Cargo will fly two times weekly between Frankfurt and Chennai, expanding the Indian city's connectivity with European markets. On Fridays, operations will be shared with Mumbai, while on Sundays with Hyderabad.

The airline recently launched its winter 2024/25 regular schedule, planning 50 frequencies per week to Asia among its 17 destinations in the market. As well as the start of Chennai, Lufthansa Cargo will increase services to Ho Chi Minh City, Mumbai and Taipei.

Friday

- LH 8360 Frankfurt FRA 04:50 · 17:25 BOM Mumbai
- LH 8361 Mumbai BOM 19:40 · 21:30 MAA Chennai
- LH 8361 Chennai FRA 23:30 · 05:20+1 FRA Frankfurt

Sunday

- LH 8374 Frankfurt FRA 05:05 · 18:40 MAA Chennai
- LH 8375 Chennai 20:40 · 21:50 HYD Hyderabad
- LH 8375 Hyderabad 23:50 · 05:15+1 FRA Frankfurt

CATHAY CARGO TERMINAL TAKES LEAD IN AI POWERED SAFETY ENHANCEMENTS

Cathay Cargo Terminal has become the first air cargo terminal in Hong Kong to integrate Artificial Intelligence (AI) with its existing CCTV infrastructure to enhance safety and security monitoring across its terminal buildings.

Partnering with Intenseye, a leader in AI-powered workplace safety solutions, Cathay Cargo Terminal leverages advanced computer vision and AI algorithms to monitor safety and security hazards in real time to mitigate potential incidents and improve safety at the workplace.

The technology uses the existing CCTV network to monitor for potential workplace safety or security hazards such as safety equipment not being worn, vehicles or equipment moving too close to each other or to workers, individuals not following pedestrian walkways or work-at-height protocols and more.

The system can also detect intrusions, amongst many other terminal-specific scenarios.

The Intenseye solution is built on the principles of Ethical UI, with built-in privacy protections to concentrate on identifying potentially hazardous situations.

Cathay Cargo Terminal's exceptional safety record and leading safety culture was recently recognised with five awards at the Hong Kong Occupational Safety and Health Awards, including a Gold Award for Safety Management System.



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International Air Cargo Hub at Swami Vivekanand Airport Set to Move Forward

After nearly a decade of delays, the proposed international air cargo hub at Swami Vivekanand Airport in Raipur is finally poised to become a reality. Chhattisgarh Chief Minister Vishnu Deo Sai announced that the proposal



was discussed in a meeting with Union Civil Aviation Minister Kinjarapu Rammohan Naidu, who agreed to review the plan and take necessary action to move it forward.

The Chief Minister also revealed that Chhattisgarh will soon establish direct international air connections, with Singapore and Dubai being the initial destinations for international flights from Raipur. Officials from the Airport Authority of India (AAI) indicated that the infrastructure for the international air cargo hub is already in place, as a domestic cargo center is currently operational at the airport's old terminal. While converting this facility for international cargo handling is feasible, it will require completing additional formalities, including customs and immigration setups, to accommodate international flights and cargo.

The idea for the international air cargo hub was first introduced in 2013 by the Raman Singh-led government, with a foundation stone

laid for the project. However, progress stalled over the years. The state government has long emphasized the importance of such a hub to facilitate the export of Chhattisgarh's unique products, such as bell metal and

terracotta artifacts, which are in high demand globally, as well as forest produce from the Bastar and Sarguja regions.

The proposal was revisited in August 2022 during the 23rd meeting of the Central Zonal Council, where it received approval but was unable to gain momentum. With the recent discussions between state officials and the Civil Aviation Ministry, the plan is now set to move ahead. In addition to the cargo hub, CM highlighted the need for enhanced air services in Chhattisgarh, including expanding flight services to Ambikapur, the divisional headquarters of Sarguja. The region, known for its vast coal reserves, is witnessing an uptick in mining activities, increasing the demand for improved air connectivity. Sai also requested the establishment of a night landing facility at Bilaspur airport, which serves the industrial towns of Korba and Raigarh.

These initiatives are part of the state's broader efforts to improve infrastructure and support economic growth in key sectors.



WISH YOU A

HAPPY BIRTHDAY



FIDHA
06 - NOVEMBER



SIBU STANLEY
14 - NOVEMBER



RONY VARGHESE
14 - NOVEMBER



ADARSH KRISHNAN
20 - NOVEMBER

2025 MARKS THE OPENING OF INDIA'S TWO MAJOR INTERNATIONAL AIRPORTS

After years of anticipation, two major international airports in India are set to open in 2025, poised to revolutionize the country's travel landscape. Officials have confirmed that Navi Mumbai International Airport will launch mid-year, while Noida International Airport at Jewar, Uttar Pradesh, is slated to open in the third week of April 2025.

Mumbai's long-awaited second international airport, located in Navi Mumbai, is expected to open in April 2025. The first phase will feature a single terminal, one runway, and a full-length parallel taxiway.



BOEING PROJECTS THE AIR CARGO MARKET TO DOUBLE BY 2043



Boeing released numerous projections for the air cargo freighter industry. The Seattle, Washington-based aircraft manufacturer believes that the air cargo market will increase 4% year-over-year until 2043. This data, which is displayed in Boeing's annual 2024 World Air Cargo Forecast (WACF), shows that the majority of this increase in the market will be due to emerging markets.

Darren Hulst, VP Commercial Marketing at Boeing said in a statement that this specific forecast projects the air cargo industry until 2043, over the next twenty years. Specifically, over the next twenty years, Boeing forecasts a total of 2,845 freighter aircraft to be delivered. This includes 1,005 production freighter aircraft and 1,840 cargo to freighter (C2F) aircraft conversions. The breakdown of projected cargo aircraft deliveries is as follows:

- Standard-body freighter aircraft: 1,250 aircraft
- Medium-widebody freighter aircraft: 785 aircraft
- Large-widebody freighter aircraft: 810 aircraft

Currently, Boeing produces several cargo aircraft for the growing market. Several of the company's offerings are listed as converted freighters. This includes the Boeing 737 BCF, which is a narrowbody passenger aircraft converted into a cargo freighter that can hold a net payload of 21.5 tons. Another converted freighter is the Boeing 767-300 BCF, which can hold a net payload of 51.6 tons.

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ADANI PORTS RECORDS 36 MMT CARGO VOLUME IN NOVEMBER '24

Adani Ports and Special Economic Zone (APSEZ) on Monday announced that it handled 36 MMT of cargo during November 2024. The growth in cargo, it added, was primarily driven by containers, which was higher by 21 per cent in comparison to the same period of last year.

On a year-to-date (YTD) basis, Adani Ports handled 293.7 MMT of total cargo, recording a growth of 7 per cent on-year. In a regulatory filing, the company said that the growth was supported by containers, which posted a rise of 19 per cent YoY, followed by liquids & gas, which went up by 7 per cent YoY.



KMTC LINE BETS BIG ON MIDDLE EAST AND INDIAN TRADES WITH NEWBUILDINGS

South Korean intra-Asia carrier Korea Marine Transport Company (KMTC Line) has ordered the largest ships in its 70-year history.



KMTC Line's representative confirmed that it is behind orders for two 8,700 TEU ships at HD Hyundai Samho Heavy Industries. The LNG dual-fuelled and methanol-ready newbuildings, scheduled for delivery in early 2027, cost US\$115 million each, representing a 10% jump from two years ago.

It is the company's first newbuilding orders since KMTC Line took delivery of a 2,500 TEU pair, KMTC Seoul and KMTC Dalian, from HD Hyundai Mipo in 2020. Currently, the largest ships in KMTC Line's fleet are the 6,500 TEU KMTC Mundra, KMTC Colombo and KMTC Delhi, all built in 2020-2021.

KMTC Line's representative said the newbuildings would serve either its Far East-Middle East or Far East-Indian Subcontinent services. The company sees growth in these lanes and wants to increase its capacity in these areas.

In July, KMTC Line joined X-Press Feeders' India-Red Sea Express 2 service connecting India with the Red Sea, as a co-loader.

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MINISTRY OF RAILWAYS ISSUES GUIDELINES FOR ESTABLISHING EXCLUSIVE CONTAINER RAIL TERMINALS ON IR LAND

The Ministry of Railways has announced new policy guidelines aimed at promoting container traffic by setting up exclusive container rail terminals on Indian Railways land. These terminals will be designed to streamline container handling and improve efficiency across the network.

Under the new guidelines, an access charge of Rs. 80,000 per train will be levied for various movements, including loaded in-empty out, empty in-loaded out, and loaded in-loaded out trains. Container storage charges at the terminals have been set at Rs 35 per twenty-foot equivalent unit (TEU) per day, with charges for forty-foot equivalent units (FEU) being double that amount.

The storage fees will begin once the container arrives at the terminal for outward movement or after the expiry of free time for unloading inward consignments. Additionally, if a container is not removed from the terminal within 12 days, the storage charges will double.

Notably, there will be no free time for stacking containers at these terminals, and wharfage or ground usage charges will not apply. The free time allowed for loading, unloading, stuffing, or destuffing containers on a container train will be a standard nine hours, irrespective of the activities performed on the rake. Existing detention or demurrage charges will continue to apply as per current policy guidelines.

Hub and spoke operations will also be permitted at these terminals, with a five-day period designated for hubbing operations. The policy also specifies that all other applicable charges for container traffic, including development surcharge and busy season charges, will be in accordance with the prevailing guidelines.

In addition to the new terminals, the Ministry has identified 23 potential locations across India for exclusive container rail terminals, including sites in Desur, Visakhapatnam, Chinchwad, Miraj, and several others. These terminals are intended to foster growth in domestic container traffic, though zones may open these terminals to other traffic types if deemed necessary, without compromising container handling capacity.





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CONCOR LAUNCHES THE FIRST BANANA EXPORT TRAIN OF THE SEASON

the Container Corporation of India (CONCOR) launched the first banana export train of the season from Tadipatri, Andhra Pradesh on November 22, 2024. This event is a key step towards strengthening India's standing in the global fruit export industry.

The train, carrying 680 tonnes of bananas produced by SK Exports, is on its way to Mumbai's Jawaharlal Nehru Port Trust (JNPT), from whence it will be distributed to other worldwide markets. This train is part of a bigger effort to ensure the smooth flow of agricultural commodities from India to worldwide markets.

INDIA EYES 23 NEW CONTAINER RAIL TERMINALS IN NORTH-SOUTH CORRIDOR

India is reportedly planning to build 23 new container rail terminals along its north-south corridor. These facilities will be dedicated exclusively to container traffic.

The planned locations for the terminals include four in Tamil Nadu, five in Maharashtra, three in Rajasthan, and two each in Delhi and Haryana. The remaining terminals are expected to be built in West Bengal, Madhya Pradesh, Jharkhand, Chhattisgarh, Odisha, Andhra Pradesh, and Uttar Pradesh, according to reports from Indian media.

India has seen a notable rise in container traffic in recent months. During the 2023/24 period, 85.58mt of goods were transported via rail in containers, marking an increase of over 6mt compared to the previous year. Projections for 2024/25 indicate continued growth, with a target of 91mt.



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