

May 31, 2023

To,

BSE Limited Phiroze Jeejeebhoy Towers, Dalal Street, Fort, Mumbai - 400 001 BSE Scrip Code: 532749	National Stock Exchange of India Limited Exchange Plaza, C-1, Block G Bandra Kurla Complex Bandra (East), Mumbai - 400 051 NSE Symbol: ALLCARGO
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Dear Sir/Madam,

Sub: Monthly Operational framework understanding on Unit Economics of International Supply Chain (ISC)

In accordance with Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulation, 2015 and Code of Practices and Procedures for Fair Disclosure of Unpublished Price Sensitive Information in terms of Regulation 8 of SEBI (Prohibition of Insider Trading) Regulations, 2015, we are enclosing herewith a copy of key business parameters for the month ended April 2023.

The given information is as per limited review by the Management. The Company intends to provide the volume information monthly.

This is for the information of your members and the public at large.

The aforesaid information shall be made available on the Company's website at www.allcargologistics.com.

Kindly take the above on record.

Thanking you,

Yours faithfully,

For Allcargo Logistics Limited

DEVANAND
PARSHOTTAM
MOJIDRA

Devanand Mojidra

Company Secretary & Compliance Officer

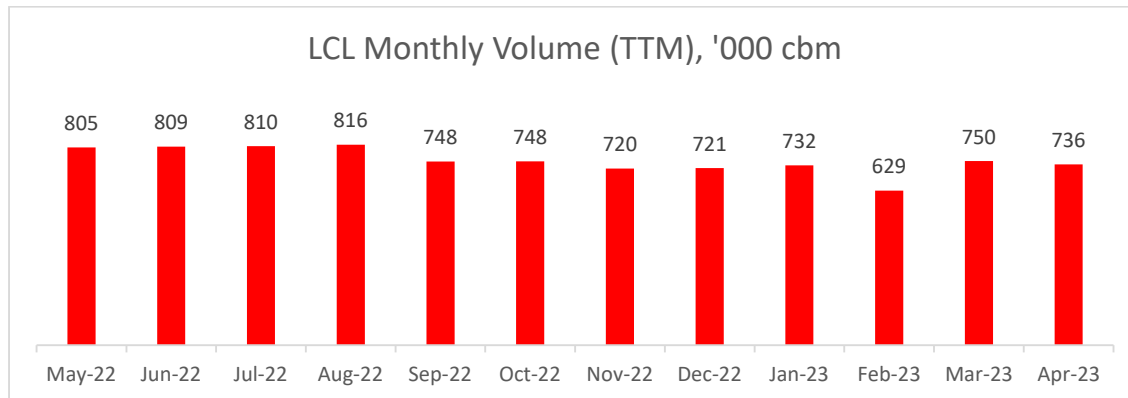
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Allcargo International Supply Chain (ISC) Monthly Operational Update

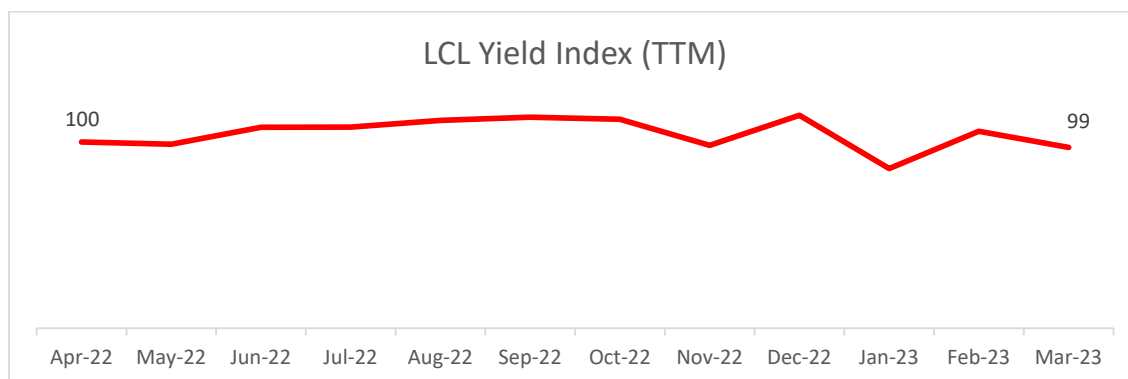
LCL operations:

- LCL volumes for the month of April 2023 was down ~10% as compared to May to August 2022 averages and down 2% as compared to March 2023. January 2023 onwards, the volume includes ~1.5% contribution from the new acquisition in Germany.
- March was a strong month for the company after relatively sluggish January and February due to the impact of Chinese New Year. April volumes remain below previous year due to continuing slowdown in global trade. Revival in APAC trade post Chinese New Year has been weaker than expected. Usually, March volume is always higher than February followed by a lower April.
- On a Y-o-Y basis, weakness in volumes is driven by macroeconomic environment. On a relative basis, the company has outperformed and gained market share.



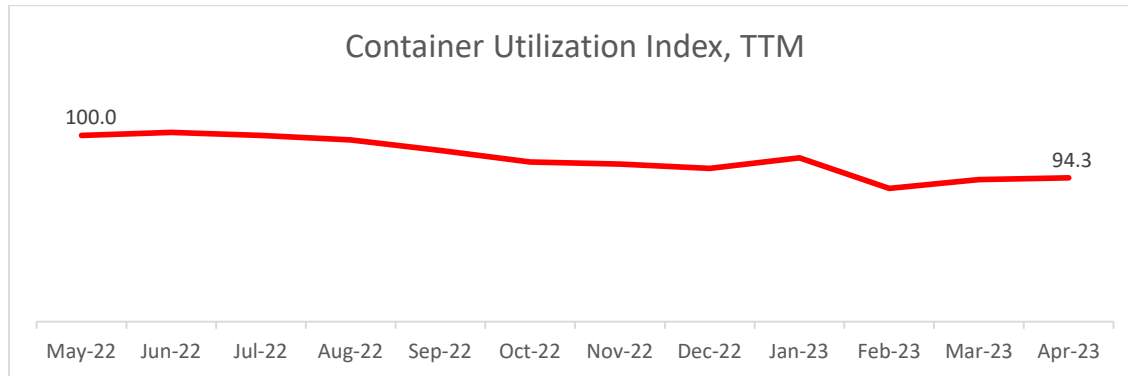
Note: Jan-Apr 2023 volumes include recently acquired German entity

- LCL yields have broadly remained rangebound. Decline in 40 feet ratio was more evident on intra-Asia routes. Port to door initiative impacted the yield positively.



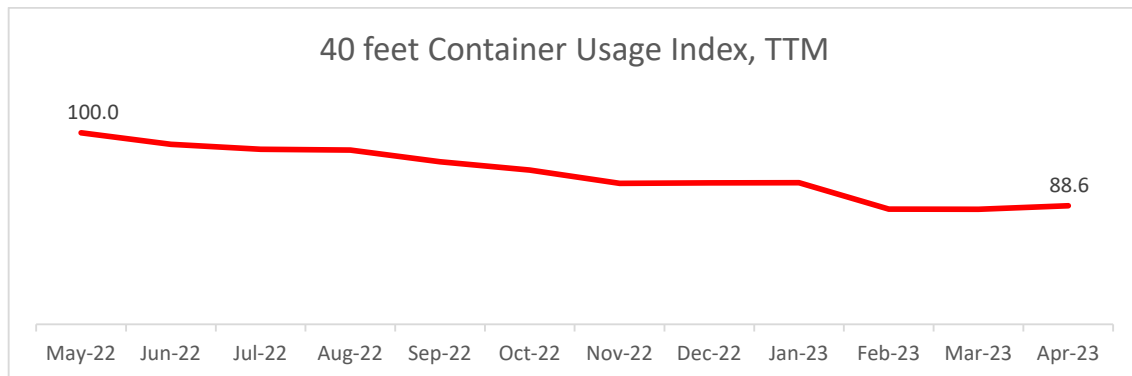
Note: 1) The Index shows LCL Yield (GP/Cbm) levels rebased as Apr 2022 = 100; 2) Yield data is based on preliminary estimates and may have a variance of 2-3%

- Container utilization:** Container utilization has declined over last two quarters due to post Covid normalization of trade activity and related inventory destocking.



Note: The Index shows Container utilization (Cbm/TeU) levels rebased as May 2022 = 100

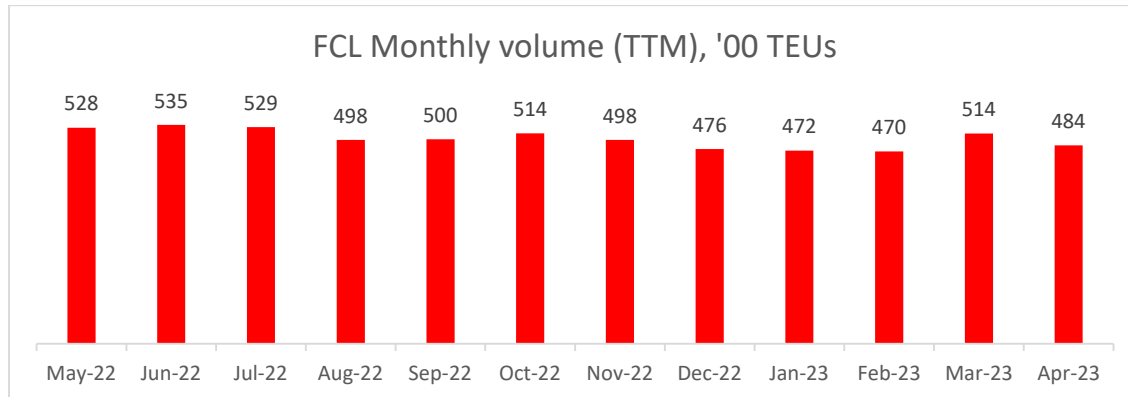
- **40 feet ratio:** This mix tends to decline in a weak operating environment where volume availability isn't robust enough to be serviced through a 40 feet container and instead 20 feet containers get deployed. Decline in 40 feet container usage was more pronounced in intra-Asia routes.



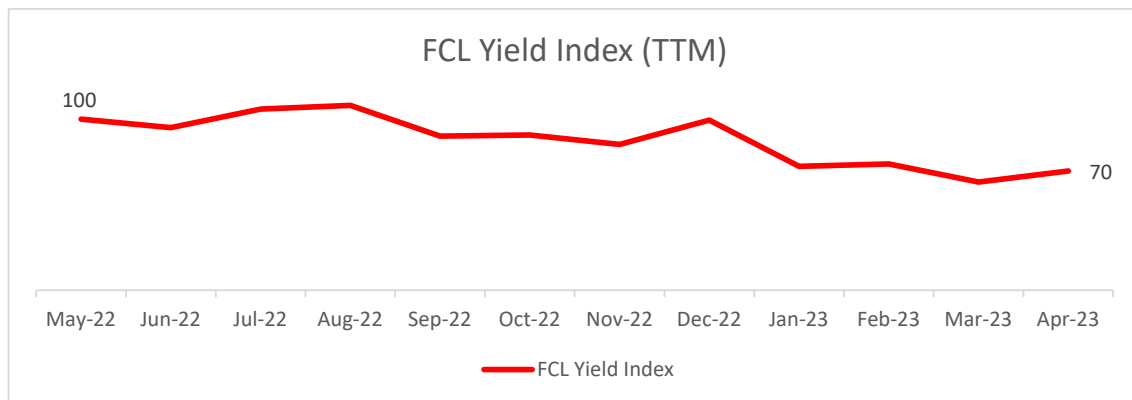
Note: The Index shows 40 feet Container usage (number of 40 feet containers as % of total containers used) levels rebased as May 2022 = 100

FCL operations:

- FCL volumes for the month of April 2023 were down 6% as compared to April 2022 and down 6% as compared to March 2023.
- FCL volume were relatively weak on a y-o-y basis, reflecting softer demand environment impacting global trade. Weak macroeconomic environment market was partially negated by company's business growth in India and China.



- FCL yields have declined along with fall in ocean freight rates and intense competition for volumes in the market. It is also a reflection of weak trade on long routes especially transpacific East bound trade.



Note: 1) The Index shows FCL Yield (GP/TeU) levels rebased as May 2022 = 100; 2) Yield data is based on preliminary estimates and may have a variance of 2-3%