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with DB Schenker

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Air Canada's
First Boeing 767-300ER
Freighter Enters Service

Brussels Airport
Reports 20%
Growth in Cargo
Volumes

Qatar Airways Cargo
Extends its Thanks
and Gratitude



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DEVENDER GROVER
Editor in Chief & Publisher

GAURA G BAHL
Group Editor

ANURADHA M
Associate Editor

JYOTSNA MALIK
International Sales Director

RASIKA MATHUR
Events Coordinator

RAJESH MAURYA
Head of Finance

JITESH GANDHI
Creative Director

Address changes and subscription order to dg.cargonewswire@gmail.com

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Tel - +91 (124) 4000704
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Editor's Letter

Cargo capacity could come under pressure if governments adopt a knee-jerk reaction to the Omicron: IATA

IATA has warned that cargo capacity could come under pressure if governments adopt a knee-jerk reaction to the Omicron variant. It said that in October cargo tonne-km increased by 9.4% compared with 2019 levels, but added that capacity could be affected by any government restrictions on travel in response to the new variant.

IATA director general Willie Walsh said: "October data reflected an overall positive outlook for air cargo. Supply chain congestion continued to push manufacturers towards the speed of air cargo. "And capacity constraints were slowly resolving as more passenger travel meant more belly capacity for air cargo. "The impact of government reactions to the Omicron variant is a concern. If it dampens travel demand, capacity issues will become more acute. "After almost two years of Covid-19, governments have the experience and tools to make better data-driven decisions than the mostly knee-jerk reactions to restrict travel that we have seen to date. "Restrictions will not stop the spread of Omicron. Along with urgently reversing these policy mistakes, the focus of governments should be squarely on ensuring the integrity of supply chains and increasing the distribution of vaccines."

Countries around the world have introduced restrictions on travel from southern Africa as a result of the emergence of the new variant.

CLIVE Data Services managing director Niall van de Wouw however said that so far this has not had a major impact on capacity as airlines had been flying passenger aircraft on cargo-only operations anyway.

Supply chain disruption continues to drive demand

IATA said that demand growth

during October was in part fuelled by ongoing supply chain disruption.

"Supply chain disruptions and the resulting delivery delays have led to long supplier delivery times," the association said. "This typically results in manufacturers using air transport, which is quicker, to recover time lost during the production process."

Cargo load factors for the month stood at 56.1%, which is an 8.5 percentage point increase compared with 2019 levels.

Looking at regional performance, Asia Pacific airlines saw cargo traffic in October increase by 3.6% in 2019.

"The improvement was partly driven by increased capacity on Europe-Asia routes as several important passenger routes reopened," IATA said.

North American carriers saw cargo demand grow by 18.6% two years ago with demand for faster shipping times and strong US retail sales are underpinning the North American performance.

European carriers noted a 9% increase in October as "manufacturing activity, orders and long supplier delivery times remain favourable to air cargo demand".

Middle Eastern carriers registered a 9.4% increase, although this was a drop compared with the previous month due to a deterioration in traffic on several key routes such as Middle East-Asia, and Middle East-North America.

Latin American carriers reported a decline of 5.8% as capacity continued to come under pressure and African carriers continued their strong performance with a 25.9% increase.



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Ukrainian Satellite Sich-2-30 started its journey towards Space with Turkish Cargo

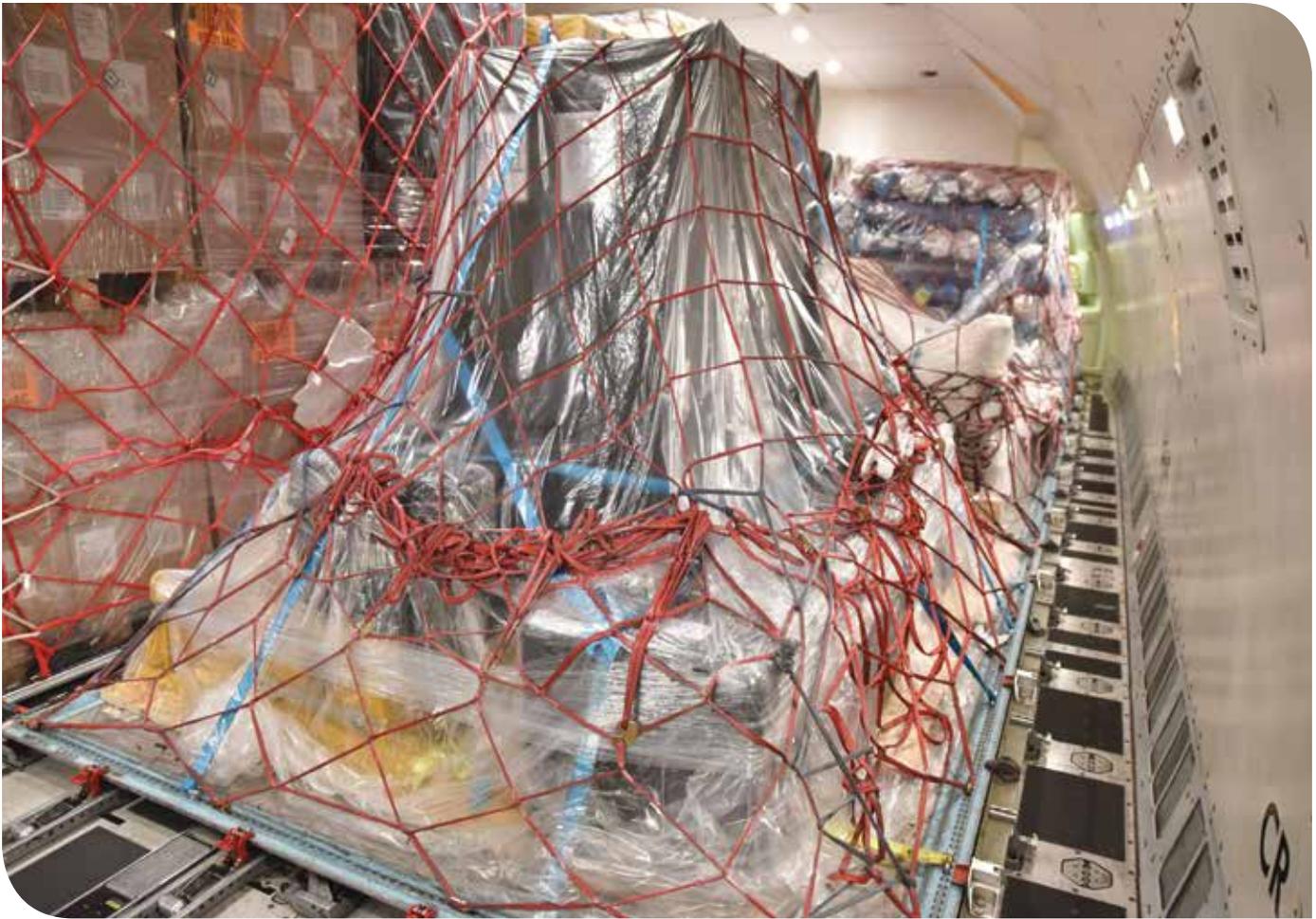


The air cargo brand transported Sich-2-30, the Earth Observation Satellite of Ukraine, to Miami for its launch.

Introducing the standards not only of the present but also of the future in the air cargo industry with its robust infrastructure, innovative mission and the broad vision it has drawn up, Turkish Cargo raised the bar to the space for sensitive and complex cargo transportation. The air cargo brand transported Sich-2-30, the earth observation satellite developed by Ukraine, to Miami for its launch with a connection flight at Istanbul.

The satellite, which has been developed as part of the National Targeted Scientific and Technical Space Program of Ukraine, will blast





off at the launch area at the Kennedy Space Center (USA) in January 2022. After settling on a stable orbit, the Earth Observation satellite will capture the digital and infrared images of the surface of the Earth and collect generic data by probing the ionosphere parameters.

Extensive arrangements for safe and secure transport

For the purpose of facilitating the loading and unloading operations, Sich-2-30 Earth Observation Satellite has been dismantled into multiple components, and the components of the satellite have been placed carefully on 2 separate pallets together with the supplies in order to avoid any damage during the shipment. Shipment of the spacecraft, loaded on board the Turkish Cargo aircraft by means of the LIFO (last in first out) method by the expert



AIR CARGO

teams, has been accomplished with a perfectly executed operation.

Turkish Cargo makes use of special equipment for the product shipments that require maximum attention and sensitivity, and it keeps each and every movement of the valuable cargo stored in the sensitive cargo storehouses, under continuous supervision via the cameras installed at and around its storage facilities. Thanks to the unprecedented solutions it offers, Turkish Cargo, which has experience of over 30 years in special cargo shipments, ranks among the first choices of the global-scale companies seeking a reliable business partner.





United First Airline Flew Aircraft Using 100% Sustainable Fuel

United Airlines became the first commercial carrier in aviation history to fly an aircraft full of passengers using 100% sustainable aviation fuel (SAF).

“United continues to lead from the front when it comes to climate change action,” said **United CEO Scott Kirby** in a statement. *“Today’s SAF flight is not only a significant milestone for efforts to decarbonize our industry, but when combined with the surge in commitments to produce and purchase alternative fuels, we’re demonstrating the scalable and impactful way companies can join together and play a role in addressing the biggest challenge of our lifetimes.”*

The demonstration flight, which departed with more than 100 passengers from Chicago’s O’Hare International Airport and landed at

Washington, D.C.’s Reagan National Airport will be on a new United 737 MAX 8 and use 500 gallons of SAF in one engine and the same amount of conventional jet fuel in the other engine to further prove there are no operational differences between the two.

SAF is an alternative fuel made with non-petroleum feedstocks and has the potential to deliver the performance of petroleum-based jet fuel but with a fraction of its carbon footprint. Airlines are currently only permitted to use a maximum of 50% SAF on board. The SAF used on the flight is drop-in ready and compatible with existing aircraft fleets.

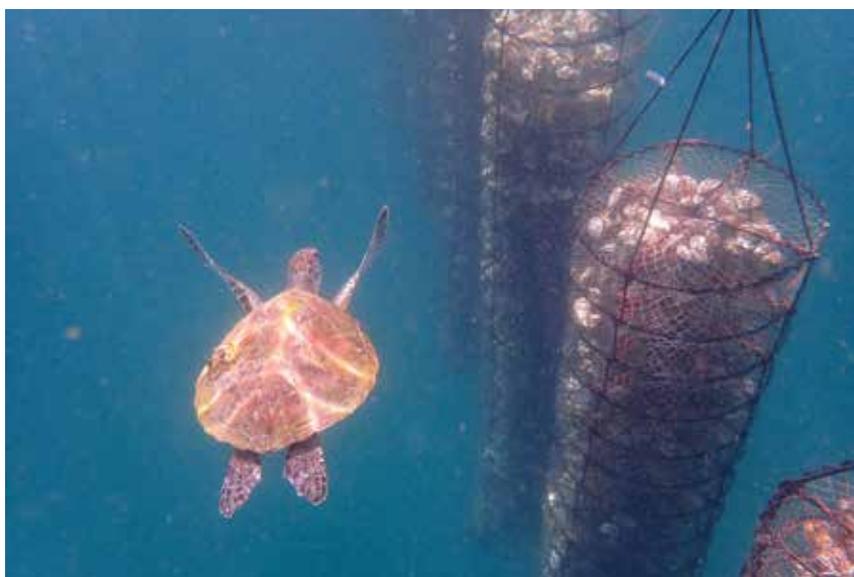
United operated this flight in partnership with Boeing, CFM International, Virent, a subsidiary of Marathon, and World Energy, a commercial SAF producer.

United’s Eco-Skies Alliance program was launched in April 2021 and has contributed toward the purchase of more than 7 million gallons of SAF this year alone. With its nearly 80% GHG emissions reductions on a lifecycle basis compared to conventional jet fuel, this is enough SAF to eliminate approximately 66,000 metric tons of GHG emissions or enough to fly passengers more than 460 million miles. The program has nearly 30 participants including companies like DHL Global Forwarding, HP Inc., and Nike.

The SAF flight and new Eco-Skies Alliance participants are among the latest accomplishments towards United’s goal to be 100% green by reducing its GHG emissions by 100% by 2050 without relying on traditional carbon offsets.



To Russia with love: Emirates SkyCargo helps UAE company export premium oysters to Moscow



Every day, Emirates SkyCargo transports between 500 and 700 tonnes of food items ranging from fresh fruits and vegetables to gourmet ice creams and cheeses on its flights around the world. Over the last year, the cargo division of Emirates Airlines has been transporting a new home-grown delicacy from the UAE to some of the finest restaurants in Moscow: premium oysters.

Dibba Bay Oysters, a UAE start-up based in the emirate of Fujairah, has been growing premium oysters in the sparkling blue waters of Dibba Bay since 2016, currently harvesting around 200,000 oysters every month and set for exponential growth in the coming years. It is the first shellfish farm established in the Middle East region

and founder Ramie Murray pioneered the pivot from the traditional Arabian pearl oyster industry to the farming of an edible oyster species. Around 50% of Dibba Bay's oyster produce is exported and Emirates SkyCargo has been facilitating the exports of these delectable oysters from the UAE to Russia, currently the most important export market for Dibba Bay Oysters.

"Emirates SkyCargo is delighted to help transport this premium UAE-grown produce to some of the most discerning connoisseurs of oysters in international markets such as Russia. Air cargo connectivity plays an important role in rapidly transporting such time and temperature-sensitive food items from the farm to the fork across the globe. In the case of Dibba Bay Oysters, we are able to transport oysters freshly harvested in the morning to restaurant tables that very evening in Moscow. With our network, capacity and expertise in handling premium food products, we look forward to supporting Dibba Bay Oysters as well as other UAE based and international SMEs in their international expansion plans over the years to come," said **Nabil Sultan, Emirates Divisional Senior Vice President, Cargo.**

"When exporting live seafood, the freshness of the product through

the adherence to the cold chain is of the utmost importance, and our partnership with Emirates Sky Cargo has allowed us to achieve this by supporting us in reaching many major capitals around the world within the same day of harvest. Because of this we are able to arrive to virtually any major capital in the world fresher than any other oyster brand; Emirates Sky Cargo has truly enabled us to become the world's oyster," said Ramie Murray, Founder and CEO, Dibba Bay Oysters.

To support companies such as Dibba Bay Oysters and other premium food exporters from around the world catering to an international audience, Emirates SkyCargo has introduced Emirates Fresh, a three-tiered product to help maintain the freshness of the food items during transportation by air. Emirates SkyCargo also has a fleet of cool dollys in Dubai dedicated to transporting food under temperature-controlled conditions.

Emirates SkyCargo operates a global network of more than 140 destinations,



transporting cargo on more than 2,800 flights every week. The air cargo carrier operates a weekly freighter flight on its Boeing 777 freighter offering 100 tonnes of cargo capacity to Domodedovo Moscow Airport (DME). In addition, the carrier also transports cargo every day in the belly hold of its passenger flights to the city. The UAE and Russia have an important trade relationship estimated to reach US\$ 4.5 billion in 2021* and Emirates SkyCargo facilitates an important segment of this trade between the two countries.

Emirates SkyCargo is a leading player in the international air cargo industry offering cargo capacity on its fleet of all wide-body Boeing 777 and Airbus A380 aircraft.





Haier Biomedical partners with AirBridgeCargo Airlines to further develop the Global layout of Temperature Controlled Air Cargo Industry

On November 6, Qingdao Haier BioMedical Co., Ltd. and AirBridgeCargo Airlines (hereinafter referred to as “AirBridgeCargo”), part of Volga-Dnepr Group, reached strategic cooperation at the 4th China International Import Expo (CIIE 2021). The two companies will focus on users’ demand and experience, jointly cooperate, collaborate, and innovate in the fields including cold-chain airfreight logistics, products, leasing, operating network, MRO stations, and other temperature control related business areas, as well as speed up to be one of the leading companies in the industry and produce greater social value.

This cooperation is another important development of Haier Biomedical in the temperature-controlled air cargo industry after the cooperation with China Southern Airlines Logistics. The development not only means that Haier Biomedical formally enters the field of temperature-controlled air cargo logistics but it’s expected to break the monopoly of technology and products in the field of high-end equipment for temperature-controlled air cargo logistics from foreign enterprises, building a smooth temperature-controlled logistics channel both

domestically and globally in the meantime. It also marks the Haier Biomedical's start of its new journey to make the company's footprint worldwide.

“Technology + Market” dual drive, innovation of temperature-controlled air cargo logistics is imminent.

In the field of cold-chain air cargo logistics, Europe, the US, and other developed countries have obtained advantages and remained at the forefront of advanced technologies, and the required high-end equipment for transportation of such technologies has been monopolized by foreign enterprises for a long time. Recently the market demand for global cold-chain air cargo logistics has gotten strong, demand for temperature-sensitive commodities from the domestic consumer market is also expanding with consumers' requiring higher quality of commodities. Furthermore, fresh and perishable goods, biological products, medical supplies and other temperature-sensitive materials, which are related to consumer safety, are all in urgent need of professional and powerful cold-chain air cargo transportation.

At present, China's aviation cold chain industry is still in its initial stage, and there are still many obstacles to be solved in constructing infrastructure equipment and creating complete transportation solutions. In the face of the huge demand in the market, the domestic industry is in urgent need of continuous exploration and innovation, tackling key and core technologies and accelerating the localization of high-end equipment for cold-chain air cargo transportation.

In order to solve the pain points of the industry, Haier BioMedical and AirBridgeCargo Airlines will work together to create a new model of cold-chain air cargo logistics on the basis of the complementary advantages of both sides in temperature-controlled air cargo logistics and other related fields, to achieve the integration in business

This cooperation is a milestone event for both sides, which will enhance the competitiveness and influence of the two companies.

as well as co-creation of both products and services.

At the signing ceremony, **Meng Zhigang, the General Manager of Haier Biomedical's Temperature Control Division**, said that *“This cooperation is a milestone event for both sides, which will enhance the competitiveness and influence of the two companies, improve the economic and social benefits. Meanwhile, it will also accelerate the iterative upgrading of temperature-controlled air cargo logistics towards standardization, intelligence and specialization.”* *Volga-Dnepr Group's Development Director of Greater China, Thomas Li highlighted that “Temperature-controlled air transportation of pharma products will be the next Blue Ocean for the industry. With regards to the new developing pattern of the global supply chain in the post-pandemic period, AirBridgeCargo together with other carriers within Volga-Dnepr Group will consolidate and develop its existing advantages and work with Haier Biomedical to improve its global competitiveness in temperature-controlled airfreight logistics services, providing more high-quality, efficient, convenient and reliable global logistics transportation services.”*

Ecological synergy and innovation integration, the extension of the global layout of the temperature-controlled airfreight industry.

AirBridgeCargo, a leading global cargo carrier, operates an expansive international route network that connects customers to the world's largest markets in Asia, Europe, and

North America. The airline covers more than 30 major cargo gateways to accommodate international trade flows, including temperature-controlled products. AirBridgeCargo is also a member of the Medical Device Chain Association of CLFP.

As the world's leading IoT biosafety integrated solutions provider, Haier Biomedical has been engaged in the research, development, production and sales of biomedical cryogenic storage equipment, by taking the lead in promoting the deep integration of cryogenic storage technology with the IoT, big data, artificial intelligence and other leading digital technologies. It can provide biomedical cryogenic storage solutions covering the full temperature range from -196°C to 8°C for sample safety, drug and reagent safety, vaccine safety, blood safety and other scenarios. It can also provide comprehensive solutions covering a variety of biosafety products IoT scenarios based on users' demand for automation, intelligence, and integrated upgrade.

The two companies join forces to create a new ecology of cold-chain air cargo logistics, which will be conducive to users to improve services in active temperature-controlled containers, pallet insulation boxes, cold-chain transferring boxes and IoT monitoring platforms, improve business competitiveness, and strive to create high-quality, high-standard temperature-controlled air cargo logistics services of pharma products.

In fact, the cooperation between Haier Biomedical and AirBridgeCargo Airlines is not only beneficial to both sides to deep plough the industrial market, further develop their strategic footprint, and speed up the mastery of industry discourse. It can also enhance the development of standardization, intelligence and specialization of the industry lay the foundation for the creation of the “Chinese model” of temperature-controlled air cargo industry, as well as open a new journey of globalization layout of Haier Biomedical.

AirBridgeCargo Airlines obtains approval for transportation of lithium batteries over 35 kilograms ex-China

The first commercial shipment of 113 kg was launched on October 20 from Shanghai Pudong Airport (China) to Frankfurt (Germany), for one of the biggest LB manufacturers in the world - Contemporary Amperex Technology Co. Limited. **As Tom Ouyang, AirBridgeCargo Regional Special Cargo Manager - Asia & Pacific** noted: "This is an important event for the LB industry in China and we are honoured to be the first airline to get CAAC approval. The export of the first SP A99 lithium battery shipment is a remarkable milestone in the air logistics industry in China. Our appreciation to the great efforts done by the authorities, the customer, and our teams, for making it happen. With the successful experience, we are encouraged to support more and more customers on the transportation of this special cargo in future."

Lithium batteries are becoming an integral part of a variety of finished products – from consumer electronics to sophisticated equipment, for

AirBridgeCargo Airlines (ABC), part of Volga-Dnepr Group and one of the global cargo carriers, has successfully obtained approval from the Civil Aviation Administration of China (CAAC) for commercial transportation of lithium batteries over 35 kgs which are commonly addressed as SP (Special provision) A99. The company has become the first airline to receive this type of approval in China after two years of preliminary works, testing, and close collaboration with stakeholders.

example, EVs, which leads to a gross weight increase of each battery. With China being the home for major lithium batteries' manufacturers, there have been disruptions in effective logistics and most customers tended for sea freight. The CAAC approval will enable ABC to leverage the growing demand for transportation of SP A99, offering logistic solutions to its

existing customers and gaining new ones. AirBridgeCargo has over 15 years of experience in delivering various types of dangerous goods, including CAO. With the active development of technologies, the company has mapped out solutions to transport lithium-ion batteries and lithium metal batteries and advised on the whole process, covering ready-for-carriage procedures.



AirBridgeCargo Airlines Transports its 500th RAP Container from Milano Enabling Healthcare supply chain resilience



AirBridgeCargo Airlines (ABC), one of the leaders in healthcare transportations and part of Volga-Dnepr Group, has hit the milestone of the 500th RAP container being shipped ex its online station in Italy, Milano.

Milano keeps on being one of the primary origins for healthcare products within ABC's European network and has surpassed the mark of 500 active cooling containers that were shipped to China, Japan, Singapore and beyond in the first 10 months of 2021 aboard over 60 charter and scheduled Boeing 747F flights. Overall ABC Italy has shipped over 1,000 active containers around the globe in 2021 as part of its life-saving operations.

Yulia Celetaria, Global Healthcare Director of Volga-Dnepr Group, highlights: "MXP is one of the stations that has always gone the extra mile to deliver the results. Thanks to the support and forward-thinking approach of MXP airport, our long-standing ground handler, ALHA, we are able to pin Milano on our map of pharma corridors. Active containers are not easy to handle given their recharging process, ramp operations and loading procedures, but together we make it happen and support our customers offering more cargo-friendly solutions to keep uninterrupted supply chains flow".

Mr Andrea Battaglia, Special

Products Development Manager - Alha Group, comments: "We are delighted to celebrate this milestone with AirBridgeCargo today, a world-leading airline in the transportation of pharmaceuticals. As a service provider for AirBridgeCargo in MXP for the past 12 years, since the start of ABC operations in Milan, Alha has always been committed to building a strong collaboration and making an extra effort to ensure quality, consistency and a high level of service. Over the past two years our collaboration with ABC has strengthened even more: together we have completed extraordinary large-scale pharma operations and, day after day, we manage increasing volumes of healthcare products - so much so that we can now consider Milan MXP as one of the main gateways for the global pharmaceutical supply chain.

I would like to express my sincere appreciation for the great professionalism of ABC and Alha operations team in Milan Malpensa: maintaining a certain level of quality means always being precise in the preparation of the flight, paying attention to each phase of handling, constantly monitoring the Active

Containers during storage and finally following the loading process on the ramp in detail. AirBridgeCargo is definitely raising the bar for pharmaceutical air freight standards: we are very proud to be part of this challenge and every single day we are receiving a strong impulse to grow and do better. Thanks to our common goals, shared vision and quality-oriented mindset we have reached this important achievement as one team."

Together with other carriers within Volga-Dnepr Group, AirBridgeCargo has demonstrated resilience and adaptability in 2021, adjusting its services to guarantee global vaccine distribution, urgently responding to COVID-19 resurgence in some regions with transportation of oxygen generators or test kits, enabling local vaccine production with deliveries of the oversized production line equipment and, most importantly, offering its customers flights amid capacity constraints to guarantee the availability of vital healthcare products. For the first 10 months of 2021, the company delivered over 36,000 tonnes of healthcare products.

Swissport adds six new airports in Chile as part of a significant growth strategy across Latin America

As of today, Swissport is offering professional ground handling services at six additional airports in Chile. The expansion of the network is part of a comprehensive growth strategy in Latin America, which includes a multitude of new locations in Peru, Argentina, Ecuador and Uruguay.



As part of its growth strategy in Latin America, Swissport has added six more airports to its network in Chile. The world's leading provider of airport ground services and air cargo handling is now represented at a total of 8 Chilean airports, covering airports in the entire country from Arica (ARI) in the north to Punta Arenas (PUQ) in the south. At all six new locations, Swissport provides passenger and ramp services to LATAM Airlines, one of its largest customers in the Americas.

"We are pleased to grow with our customers at six additional locations in Chile. Our check-in, gate and ramp staff

will do their best to support them in the recovery phase after the crisis caused by the Covid pandemic",

says Rene Pascua, Head of Latin America and the Caribbean at Swissport.

"Overall, our significant growth in Chile is part of our strategy that is paying off in many countries in the region as airline customers

seek reliable services and operational excellence."

Just this month, Swissport added Uruguay to the list of now 45 countries around the globe where the Switzerland-headquartered provider offers its professional services. In Uruguay, the airports of Montevideo (MVD) and - as of January 2022 - Punta del Este (PDP) are part of the Swissport network. In addition, since October, Swissport has been able to reopen three locations in Argentina (Mendoza, Jujuy and Cordoba) that had been closed during the pandemic, increasing the number to nine airport locations offered in the country.

Another multi-station opening in May 2021, with a total of seven new airport locations in Peru, proved a sustainable economic success after just a few months of operation. Since then, Swissport has expanded its Peruvian customer base to nine customers and handles 300 flights per week.

With a workforce of some 10,000 staff, Swissport serves 82 airline customers at 64 airports in ten countries across Latin America. The service portfolio ranges from check-in and gate to ramp services, aircraft cleaning and air cargo handling. Pre-Covid, Swissport served some 45 million passengers in Latin America and handled some 250,000 tons of air cargo at 19 warehouses.



Swissport partners with Speedcargo in the digital push to increase utilization of cargo space

Swissport has signed a proof-of-concept agreement with Speedcargo, a leading provider of logistics technology. Its artificial intelligence (AI) based solutions Cargo Eye and Cargo Mind will support Swissport's digitization drive, help improve overall logistics efficiency and increase cargo capacity in warehouses and on flights.



Swissport will launch a proof of concept trial of the Cargo Eye sizing system and the AI-powered Cargo Mind software solution at its Johannesburg and Tel Aviv air cargo warehouses. The Speedcargo solutions enable full 3D scanning at the time of acceptance of a shipment and ensure immediate and optimized planning and utilization of the available

cargo space while considering applicable regulations and other constraints.

Dirk Goovaerts, Head of the Middle East & Africa and Global Cargo Chair commented: *"I am confident that the implementation of Cargo Eye and Cargo Mind will support the digital transformation of our cargo operations. With this technology, we*

expect to optimize cargo loads on our customers' flights and ULD containers by 5%, representing a significant increase in revenue for both the airline and the handler."

Using Microsoft's 3D technology, Cargo Eye digitizes incoming goods by scanning them and calculating exact dimensions in real-time, while seamlessly integrating the data into existing warehouse management systems. The information is then fed into Cargo Mind, where the AI solution optimizes process efficiency and loading capacity in loading plans. The digitally supported warehouse logistics also promote compliance, visibility and traceability, paving the way for further process improvements and data-driven decision making. The software also identifies damaged goods earlier in the process which in turn will help reduce potential claims.

If the proof of concept confirms that these digital solutions can increase process efficiency, productivity and revenue, Swissport plans to integrate this way of working in its warehouses across the globe.



Asia Pacific Airlines Traffic Results-October 2021



International travel demand is still depressed, robust growth in air cargo demand

Preliminary October 2021 traffic figures released today by the Association of Asia Pacific Airlines (AAPA) revealed international air passenger demand remained significantly depressed, with the impact from the recent easing of border restrictions yet to be seen. By contrast, air cargo markets were robust, benefitting from sustained global demand and capacity shortages.

In aggregate, only 1.2 million international passengers travelled on the region's carriers in October, 3.9% of the 31 million passengers recorded in the same month of 2019. Measured in revenue passenger kilometres (RPK), international passenger demand was 5.6% of pre-pandemic levels whilst available seat capacity averaged 14.4% of the corresponding month in 2019. As a result, the international passenger load factor was a lowly 30.9% for the month.

On the other hand, Asia Pacific airlines recorded another month of vigorous growth in international air cargo demand in October, as reflected in the 22.3% year-on-year increase in freight tonne-kilometre (FTK) terms. Offered freight capacity expanded by a significant 20.0% year-on-year, albeit at a relatively slower pace than the growth in demand, leading to an elevated average international freight load factor of 74.2% for the month.

Commenting on the results, **Mr Subhas Menon, AAPA Director-General** said, "Whilst October continued to be an extremely challenging month for international travel markets, solid orders for consumer goods and industrial components buoyed air cargo demand, especially as retailers sought to increase stock levels ahead of the year-end holiday season and major shopping events. In addition,

supply chain congestion at some shipping hubs boosted demand for air shipments."

Mr Menon added, "While the gradual reopening of borders by governments is a welcome move, what is sorely needed is the harmonisation of travel policies and health protocols, including measures related to testing, vaccination recognition and digital verification. This will reduce complexity and confusion amongst passengers and carriers, which will, in turn, help boost confidence in the travel process."

Mr Menon concluded, "In order for air travel recovery to be sustained over the coming year, we urge more governments to collaborate across borders on travel measures and health-related protocols, in line with ICAO and WHO guidelines, so that air travel is once again accessible to the wider public."

ITA Airways and Etihad sign codeshare partnership

Increased connectivity and travel options for customers of both airlines between the United Arab Emirates and Italy

Etihad Airways, the national airline of the United Arab Emirates, and ITA Airways, the national carrier of Italy, have signed a codeshare agreement connecting the networks of the two airlines.

This new commercial partnership is designed to boost business travel and tourism between Italy and the United Arab Emirates and will offer travellers more options and better connectivity

when travelling through Rome Fiumicino, Milan Malpensa and Abu Dhabi.

Available for sale today for flights from 14 December 2021, ITA Airways will apply its 'AZ' code on services operated by Etihad between Italy (Rome Fiumicino and Milan Malpensa) and the United Arab Emirates (Abu Dhabi). Similarly, Etihad will codeshare AZ flights connecting Italian domestic services beyond Rome Fiumicino Airport



(Genova, Bari, Brindisi, Catania, Palermo) plus regional European services (Malta).

The new codeshare flights are now available for sale through the airlines' respective websites (ita-airways.com and etihad.com), reservation systems and travel agencies.

The partners are also working together to expand the scope of their cooperation over the coming months to offer customers even more seamless travel options.



DoKaSch Temperature Solutions strengthens presence in Japan



Dedicated subsidiary and new service station at Tokyo

DoKaSch Temperature Solutions continues to expand its business in Asia. With the dedicated subsidiary DoKaSch Temperature Solutions K.K. in Tokyo and a new service station at Narita International Airport, customers in Japan now have optimal access to the “Opticooler” – high-quality and reliable temperature-controlled packaging-solution by DoKaSch Temperature Solutions. Additionally, the specialist for temperature-controlled packaging solutions will be presenting its active container solutions at INTERPHEX Japan 2021 from December 8 to 10 at booths 8-36.

Japan is considered an important production and export centre for pharmaceuticals in the Asian-Pacific region as well as worldwide. Especially in terms of biopharmaceuticals and vaccines, the demand for pharmaceutical cold chain capacity is increasing. Narita International Airport has one of the largest temperature-controlled storage facilities for airports in Japan, the Cargo Climate Control Terminal (CCC). The airport handles half of all pharmaceutical trade in Japan, making it one of the most important hubs for both import and export.

With its office in Tokyo and the new

depot at Narita International Airport, DoKaSch Temperature Solutions is strengthening its network in the region and worldwide. In this way, the solution provider for temperature-controlled packaging contributes to a reliable cold chain for highly sensitive pharmaceutical products, especially during the pandemic. The capacities of RKN and RAP Opticooler at Narita Station can be increased at any time and immediately so that the required number of containers is available for each flight. Back in July, for example, DoKaSch Temperature Solutions K.K. provided Opticoolers for a large-scale and very important transport operation of vaccines.

“I see many opportunities for Opticooler in the important Japanese pharmaceutical market and beyond, because of its technical characteristics, exceptional reliability and availability. Because of our proximity and extensive network, we can serve customers quickly and reliably,” says **Kazuyoshi Kakizawa, Head of DoKaSch Temperature Solutions K.K.** The experienced industry expert is responsible for the further development and expansion of DoKaSch’s business in Japan and also for the company’s operational activities in the East Asian island state.

Andreas Seitz, Managing Director of DoKaSch Temperature Solutions, adds: *“Japan is a major production and export centre for pharmaceuticals and biopharmaceuticals. Therefore, we decided to open a new DoKaSch office and station in Tokyo. It is directly related to our growth strategy in Asia and ideally complements our extensive global network. This allows us to further ensure that our Opticooler reaches our customers quickly and thus contribute to a smooth and reliable cold chain.”*

DoKaSch’s Opticooler is an extremely reliable, temperature-controlled packaging solution. Electrically powered and fully climate-controlled, the active containers can both cool and heat without using dry ice or other refrigerants. They maintain the desired temperature level, e.g. between 2° and 8° Celsius at all times and regardless of external climatic conditions. This makes them the ideal solution for the safe transport of highly sensitive and valuable pharmaceutical products that must always be protected from temperature fluctuations. Customers who would like to see and inform about the Opticooler can meet Kazuyoshi Kakizawa at this year’s INTERPHEX Japan 2021 from December 8 to 10 at booth 8-36.

Japan 2021 is Japan’s largest exhibition for pharmaceutical and cosmetics manufacturing/packaging technologies. With 23 years of history, INTERPHEX Japan is known as the best business platform to network with industry top leaders from the pharmaceutical and cosmetics industry in Japan and Asia. The show is held inside INTERPHEX Week Tokyo; Asia’s leading comprehensive pharma and cosmetics event.



Atlas Air

Announces Long-Term Extension of Agreement with DB Schenker

Atlas Air, Inc., a subsidiary of Atlas Air Worldwide Holdings, Inc. has announced an extension of its partnership with Schenker Flight Services GmbH (DB Schenker), one of the world's largest integrated logistics service providers, to provide transpacific service.

Atlas Air's relationship with DB Schenker includes supporting its global network by providing charter capacity service. The new arrangement builds on an agreement Atlas Air reached with DB Schenker in 2020 and extends the

dedicated capacity, which Atlas Air provides on multiple flights every week.

"We are excited to strengthen our partnership with DB Schenker through this long-term, extended agreement to provide critical capacity for our valued customer," said **John W. Dietrich, President and Chief Executive Officer of Atlas Air Worldwide.** "We appreciate DB Schenker's confidence in Atlas Air's ability to deliver their cargo safely and efficiently as we support their network across the Pacific and around the world."

Björn Eckbauer, Senior Vice President, Global Operations and Procurement Airfreight for DB Schenker, said the flights

Atlas Air provides have become an essential part of their global flight network. *"We are excited to extend our current partnership with Atlas Air on our transpacific charter operations. The timely and reliable operation of Atlas Air fits perfectly into our commitment to provide our customers with a reliable service for air transportation in their supply chain,"* **Mr Eckbauer** said.

Copenhagen Airport Acknowledges WFS' latest expansion as enabling 'Future Airfreight Growth'



Copenhagen Airport has acknowledged Worldwide Flight Services (WFS) latest investment to expand its cargo handling facilities as enabling 'future airfreight growth' for the airport and its airline clients.

WFS is the largest cargo handler in Copenhagen, supporting 31 airlines with flights to and from the Danish capital. It also provides cargo handling services for a further 127 offline carriers. It opened its first 4,600m² cargo terminal in Copenhagen in 2008 and expanded with an additional 3,000m² Terminal 2 facility at the beginning of 2010. In 2019, WFS also invested in a new GDP-certified Pharma facility, increasing its footprint by a further 1,500m².

WFS – the world's largest air cargo handler – is investing once again by signing a contract for a new

Terminal 3 cargo centre. The 3,700m² warehouse facility will open in Q4 2022. In the meantime, to support its airline customers' growing volumes, WFS has taken a 12-month lease on an additional facility to provide the additional capacity it needs in the short term until construction of the new cargo centre is completed next year.

Thomas Woldbye, Group CEO of Copenhagen Airports has praised WFS' commitment to the airport and its cargo community. *"With this significant expansion of an additional handling terminal, WFS has ensured further improvement and capacity for growth in the airfreight segment in Copenhagen Airport. This fits well with Copenhagen Airport's cargo strategy and will enable opportunities for future airfreight growth. Throughout the*

covid-19 pandemic, WFS has proven to be a solid partner and maintained good contingency, which has contributed to the airfreight market receiving a stable and good service in CPH under these difficult conditions and large fluctuations in the volumes of airfreight in our region," he stated.

In the past 12 months, WFS has renewed airline contracts at Copenhagen Airport with Qatar Airways and Sichuan Airlines, and now handles 100,000 tonnes of cargo annually across its facilities, as well as providing airside cargo handling. In addition to facilitating rising general cargo volumes, WFS' investment at the airport is also important in supporting Medicon Valley, the strongest life science cluster in the Nordic countries, which spans the Greater Copenhagen area. It is home to a vibrant ecosystem underpinned by world-class life science universities and research infrastructure, including 350+ biotech, medtech and pharma companies with local R&D, 4 global R&D pharmaceutical companies, and seven science parks with a major focus on life science.

"Throughout the pandemic, WFS has continued to provide a full 24/7/365 cargo handling service for our customers in Copenhagen, including those closely connected to the country's thriving pharma industry. As volumes recover to close to their pre-covid level, and we see new growth potential ahead, we are able to make this new investment to ensure WFS and Copenhagen Airport have the infrastructure in place to maintain high-quality cargo handling services, for both our existing clients and future customers which recognise this strategically-important regional cargo hub," added **Thomas Egeland, General Manager, WFS – Scandinavia.**

Qatar Airways Cargo Extends its Thanks and Gratitude



Qatar Airways Cargo looks back on a successful year in all areas of its business, thanks to the commitment and contributions from its customers and employees

“As 2021 draws to an end, Qatar Airways Cargo looks back on another eventful year. The American author and activist, Sharon Weil sums up the experience of the past 12-19 months best: ‘Navigating change is the new stability’. Qatar Airways Cargo has forged ahead with its strategic focus on growth, sustainability, and digitalisation in the face of uncertainty, and we are thankful to also draw our stability from the support our dedicated customers and employees have shown and continue to show on a daily basis. We know that Qatar Airways Cargo would not be able to navigate the many challenges and changes in our industry so successfully without you. For this, we thank you”, **Guillaume Halleux, Chief**

Officer Cargo of Qatar Airways Cargo, extends his appreciation in corporate communication.

The year in figures

January to November 2020 saw a tonnage growth of 3.78% in chargeable weight over the same period in 2019 while January to November 2021 saw an even higher growth of 13.42% over the same period last year. Qatar Airways Cargo transported 1,574,705 tonnes between January to November 2021... A significant part of the tonnage continued to be medical equipment, PPE, and critical supplies to combat the pandemic, including free medical aid to India at the height of the crisis there in April and May. So far,

more than 500,000 tonnes of medical cargo have flown on board of Qatar Airways Cargo since the start of the pandemic. Among these, 500 million COVID-19 vaccines were transported throughout its network, out of which more than 72 million doses were flown under UNICEF’s COVAX programme, Qatar Airways Cargo signed a Memorandum of Understanding with UNICEF in February this year, covering 5 years of vaccine transport support.

Having received CEIV Pharma certification at the end of last year, Qatar Airways Cargo concentrated its efforts in further enhancing its Pharma product and industry presence. In June, it introduced Envirotainer’s Innovative Releye® RLP container, offering customers high-level yet cost-effective, sustainable cargo protection. In July, Qatar Airways Cargo became a member both of Pharma.Aero as well as the Cool Chain Association, in its endeavour to collaborate in defining the

highest standards in the shipment of valuable pharma goods and ensuring sustainability in transportation by avoiding integrity deviations leading to medical or food wastage. Qatar Airways Cargo transported close to 72,000,000 kg of pharmaceuticals between 1 January 2021 to 30 November 2021 – with a revenue increase of 8% compared to the previous year. During the same period, the airline transported close to 280,000,000 kg of perishables, an increase of 16% in revenue over the previous year.

All other products also saw positive growth in 2021, as the Qatar Airways passenger network began to resume operations once more to previously suspended destinations.

Network and fleet growth

The year began with a world premiere, as Qatar Airways Cargo took delivery of three brand new Boeing 777 freighters on a single day, bringing its total freighter fleet to count to 34 freighters: two Boeing 747-8 freighters, 26 Boeing 777 freighters, and six B777-300ER mini freighters. Services to Saudi Arabia were resumed in January, for the first time since 2017, and Qatar Airways Cargo soon appointed General Sales Agents in the Kingdom of Saudi Arabia, the United Arab Emirates, and the Arab Republic of Egypt. In October, it increased its presence across Central Eastern Europe with the appointment of a new GSSA for Bulgaria, Croatia, Czech Republic, Hungary, Romania, Serbia, Slovakia, and Slovenia. Qatar Airways Cargo served over 60 freighter destinations in 2021, and together with Qatar Airways' passenger or belly-hold cargo network of over 140 destinations, the airline welcomed new destinations to the network this year, Almaty in Kazakhstan and Odesa in Ukraine being the most recent new destinations launched.

Its solid network and consistent high-level service earned Qatar Airways Cargo three awards - Cargo Operator of the Year at the ATW Airline Awards, and Cargo Airline of the Year as well as Air Cargo Industry Achievement Award at Air Cargo Week's World Air Cargo Awards.

Investments in our future

Sustainability comes in many forms. In February, the second chapter of Qatar Airways Cargo's WeQare sustainability programme "Rewild the Planet", was launched, and in May a moving film tribute depicted the incredible journey of seven rescued lions from Ukraine to South Africa. Not only is Qatar Airways Cargo currently planning the next complex and emotionally intense "Rewild the Planet" move, but it is also preparing to launch Chapter 3 of WeQare. More details will be disclosed early next year.

In November, Qatar Airways became the first carrier to join the IATA CO2NNECT platform, launching a new voluntary carbon offsetting programme for air cargo shipments. The first carbon-neutral air cargo shipments were flown in cooperation with Qatar Airways Cargo's launch customer, Kuehne+Nagel, on 1st November 2021.

Preparing a digital future, today

Qatar Airways Cargo underwent extensive digital enhancement during the year. In January, together with CHAMP Cargosystems and Agility, it completed the first phase of the IATA ONE Record pilot to showcase the initiative's benefits and feasibility of defining a common API (Application Programming Interface) for all electronic platforms in use along the entire supply chain: This aims to standardise air cargo data exchange protocol for better data quality, control, transparency, and ease of connectivity. In a similar vein, in March, IATA launched its Enhanced Partner Identification and Connectivity (EPIC) platform to support the digitisation of the global air cargo supply chain. Qatar Airways Cargo provided key input during the project's pilot phase and meanwhile, 32 airlines, 94 freight forwarders, and other industry stakeholders have joined the growing community which will eventually bring about the total digital transformation of the industry.

Throughout the first half of the year, Qatar Airways Cargo rolled out its

capacities on the Freightos WebCargo third party eBooking platform, first across a few selected countries in February, then throughout the European region in June, followed by the United States of America. In July, and finally the rest of the world in August, offering customers a real-time pricing and booking platform. Also in February, Qatar Airways Cargo became a premium member of Validade, enabling its customers to make informed decisions on selecting the optimum routing for their time and temperature-sensitive pharma shipments. Later, in August, Qatar Airways Cargo and WiseTech Global implemented a direct data connection to extend CargoWise's direct airline integrations and improve digital data interaction.

The year ahead

"Digitalisation will continue to be a core focus in 2022 since it is a major enabler in ensuring quality, speed, efficiency, excellent customer service, and flight safety. The latter will be further supported by our Unit Load Device (ULD) fleet rollover to Safran's new, Fire Resistant Containers. We will continue to invest in the quality of our products, in our unrelenting push for the highest quality standards in our industry, and will continue to collaborate with our customers, partners, and staff, to deliver true value to the market. For us at Qatar Airways Cargo, it is not enough to be the largest cargo airline; our mission is to be the world's best cargo airline" **Guillaume Halleux, Chief Officer Cargo of Qatar Airways Cargo, outlines.**

*What we do, we do for you.
And what we do, we cannot do
without you.*

*Thank you to all our customers
and employees for your
commitment and invaluable
contributions towards
supporting Qatar Airways
Cargo in its mission to be the
world's best cargo airline!*



WestJet Cargo and SmartKargo partner on innovative digital transformation to better serve customers

WestJet Cargo and SmartKargo have announced a partnership that will provide extensive digital solutions to enhance and transform the airline's air cargo business. In 2022, SmartKargo, a comprehensive cargo information management solution, will implement innovative software that will provide a streamlined user experience for WestJet Cargo customers.

"As we witness record-setting cargo volumes, we are making strategic investments in our technology, our aircraft and our people," said Charles Duncan, WestJet Executive Vice-President, Cargo. *"Our partnership with*

SmartKargo signifies an integral step forward in the digital transformation of our business. We look forward to working in lockstep with SmartKargo to digitize our business and deliver an improved user experience to our valued customers."

Together with SmartKargo, WestJet Cargo customers will realize an enhanced experience through paperless shipment documentation, ease of booking, and the ability to track their shipments in real-time as well as access important information and updates through mobile and browser-friendly cloud platforms.

"On behalf of the SmartKargo team,

we are very excited to add WestJet to our list of valued airline clients, who have placed their trust in us to transform their cargo business," said Milind Tavshikar, Chief Executive Officer, QuantumID Technologies, SmartKargo. *"We look forward to supporting their growth and enabling new opportunities in the marketplace as they arise."*

In the coming months, the two businesses will work expediently, to integrate and implement SmartKargo's digital solutions with WestJet Cargo's existing systems and supply chain providers.

As WestJet Cargo continues to grow, so too will its team, network and flight plans. To learn more about how WestJet Cargo can fulfil shipping needs, or discover incredible employment opportunities. *WestJet Cargo.*

World's first A320P2F



makes its maiden flight

Elbe Flugzeugwerke (EFW), the joint venture created by Airbus and ST Engineering has achieved the first flight of the A320 Passenger-to-Freighter aircraft, the A320P2F. The flight took place earlier today at ST's facilities in Seletar Aerospace Park in Singapore and follows the conversion to freighter configuration, which commenced there in March this year. The A320P2F complements EFW's current line-up of freighter converted Airbus aircraft which are in service today, including the A321P2F, A330-300P2F and A330-200P2F.

Over the next few weeks, MSN2737, originally a passenger-carrying A320-200, will prepare for its 'new life' by undergoing a series of flight tests which will culminate in the issuance to EFW by EASA of the aircraft's

Supplemental-Type-Certificate (STC). It will subsequently be leased by ST Engineering Aerospace Resources (STEAR), the aviation leasing arm of ST Engineering, to Vaayu Group. Its re-entry into service as a freighter is scheduled to commence in 2022. Vaayu revealed last month that it will lease five A320P2Fs from STEAR.

With a cargo capacity of 10 ULD containers + one pallet position on the main deck, and seven ULD containers on the lower deck, the A320P2F offers significantly more payload and containerised volume than its closest competitor, as well as having the lowest fuel burn in its class. This freighter solution offers 21 tonnes of payload over 1.800nm and up to 2.560nm with 17 tonnes, making it the ideal narrowbody freighter aircraft in all established general

freight and express markets. Operators will also benefit from the A320/321P2F's fly-by-wire cockpit commonality with the A330 widebody family of passenger and freighter aircraft.

Notable features of the A320P2F conversion include a main-deck cargo door in the forward fuselage on the left side - this is hydraulically actuated and electrically locked and measuring 142" width and 85" height; a 9G rigid cargo barrier with a lightweight and durable design for optimal usage of available space; a light-weight cargo lining; a manually operated cargo loading system with the full support of industry-standard narrowbody ULDs; reinforced floor panels & floor grid to cater for higher running loads; and a Class-E cargo compartment fully meeting the industry requirements.

Abu Dhabi to Strengthen its Capabilities as a Life Sciences Hub Through a Pharma Collaboration with Belgium



Led by the Department of Health – Abu Dhabi, The collaboration will establish a fully compliant origin-to-destination pharma air corridor between Abu Dhabi and Brussels

- *The collaboration enhances Abu Dhabi’s positioning as a world-class pharma logistics and life sciences hub*
- *“Pharma Logistics Masterclass” hosted by Khalifa University to take place in Abu Dhabi in September 2022*

Abu Dhabi has set its sights on Belgium, as a leading global pharmaceutical hub, to establish a global distribution corridor to serve the world in vaccine delivery and future life science needs. The collaboration builds on the capabilities of Abu

Dhabi’s healthcare sector as a leading life sciences hub and the efforts of the HOPE Consortium in providing vaccine solutions for the world.

This initiative entailed a delegation visit from Belgium to Abu Dhabi, hosted by the Department of Health – Abu

Dhabi (DoH). The visit saw the signing of two declarations of collaboration between Belgium and Abu Dhabi, **Witnessed by H.E. Abdullah bin Mohammed Al Hamed, Chairman of DoH and H.E. Peter CLAES, Ambassador of Belgium in the UAE.**

The first agreement was between the HOPE Consortium, Abu Dhabi Airports Company (ADAC), Brussels Airport Company and Pharma.Aero. Led by the Department of Health – Abu Dhabi, the regulator of the healthcare sector in the emirate, the collaboration aims to establish a

fully compliant origin-to-destination pharma air corridor between Abu Dhabi and Brussels Airports. The dedicated pharma trade lane will unite key compliant and sector certified supply chain stakeholders, including forwarders and ground handling agents.

“Our goal is to enhance Abu Dhabi’s positioning as a world-class pharma logistics hub and a destination focused on global welfare by investing in strategic public and private sector collaborations, and the allocation of expertise and resources,” commented **H.E. Dr Jamal Al Kaabi, Undersecretary of the Department of Health – Abu Dhabi.**

Earlier this year, a delegation from the HOPE Consortium met with pharmaceutical industry stakeholders in Brussels to showcase Abu Dhabi’s global vaccine distribution success. Thanks to its network of partners, the HOPE Consortium has handled over 200 million doses of Covid-19 vaccines, contributing to vaccination programmes in over 40 global destinations.

Western Europe currently ranks as the world’s second-largest pharmaceutical export market with a total export value of nearly EUR 42 billion in 2020. “, Brussels Airport is the leading hub serving the pharmaceutical and life sciences industry in Europe with over 750 million vaccines handled at the airport, serving 60 destinations worldwide” said **Nathan De Valck, head of cargo at Brussels Airport.**

Captain Mohamed Juma Al Shamisi, Chairman of the HOPE Consortium Executive Committee and Group CEO of AD Ports Group, added that the proactive sharing of knowledge and expertise among stakeholders remains vital to the partnership’s ongoing success. *“The HOPE Consortium is pleased to collaborate in the development of a fully compliant origin-to-destination pharma air corridor between Abu Dhabi and Belgium. This milestone agreement will help strengthen our mutual relationship and allow us to achieve our government’s vision of establishing*

our emirate as a life sciences hub serving the region and the world. We are also pleased to collaborate with Antwerp University, Khalifa University, and Pharma.Aero in supporting the Masterclass taking place next year. Academic excellence is an important element in this journey, and we look forward to showcasing our strategic capabilities and sharing our learnings gained through developing what is one of the most complete end-to-end pharma supply chains in the world.”

The development of the dedicated Pharma Air Corridor will leverage API-IoT devices-webforms-internet shared with all relevant stakeholders to monitor pharma shipments closely. *“Our relationship with Etihad Cargo and the HOPE Consortium sharing best practices makes us confident that the corridor will promote commitment for transparency with customers and stakeholders,”* said **Nathan De Valck who also serves as Chairman of Pharma.Aero.**

The other declaration of collaboration was signed by the HOPE Consortium, Pharma.Aero, Khalifa University of Science and Technology and the University of Antwerp to host the second edition of the “Pharma Logistics Masterclass”, a course focused on critical challenges and developments in pharma supply chains and logistics, by Khalifa University in Abu Dhabi from 5th to 9th September 2022.

Dr Arif Sultan Al Hammadi, Executive Vice-President, Khalifa University, said: *“We are pleased to bring the next Pharma.Aero Logistics Masterclass to Abu Dhabi in September 2022, in collaboration with our partners. Khalifa University has the necessary expertise, especially through our Digital Supply Chain and Operations Management (DSOM) research centre, which provides real-world, cutting edge work on digital transactions, management, and optimization in multiple domains such as maritime logistics, production lines, and healthcare delivery systems. We believe the Masterclass in Abu Dhabi will further affirm our strong commitment*

to delivering top-quality academic and professional programs that benefit students and youth interested in charting their future career in this area.”

“We are excited to bring the second Masterclass to Abu Dhabi. The HOPE Consortium partners and Khalifa University have extended great support and offer a unique platform to be shared with the participants of the next Masterclass,” said **Prof. Dr Roel Gevaers, University of Antwerp and Chair of the organizing Committee.**

Frank Van Gelder, Secretary General of Pharma.Aero and co-chair of the “Pharma Logistics Masterclass”, continues: *“Pharma.Aero’s vision and mission underline fostering collaboration. By continuously giving insights and sharing the latest changes between pharmaceutical companies, industry stakeholders and the academic world, the overall knowledge and the quality of the pharma and MedTec supply chain improve. Bringing the 2nd edition of the masterclass to Abu Dhabi and bringing academics and business again together, contributes significantly in achieving this vision.”*

The agreement was welcomed by **Dr Ghalia Ali Al Humaidan, Chargé d’affaires of the UAE Mission to Belgium,** who said: *“The strategic ties between the UAE and Belgium are vital in supporting trade routes between the Middle East and Europe. This commitment further expands the effectiveness of a collaborative approach to addressing pharmaceutical demand flows between the two regions.”*

H.E. Peter Claes, Belgium’s Ambassador to the UAE, added: *“Abu Dhabi has developed into a world hub for the distribution of pharmaceuticals. The emirate has done so in close cooperation and synergy with Brussels Airport. I am therefore pleased to know that at the invitation of Pharma.Aero and its partners, distinguished executives of the Abu Dhabi Department of Health, Etihad and Rafed participated in the 1st International Masterclass on Pharma Logistics, held in Antwerp in September.”*



Qantas Flies Commercially to India For First Time Since 2012

On December 6th, a scheduled Qantas commercial flight landed in India for the first time in nearly a decade. The Airbus A330-200 connected Sydney with New Delhi and touched down at Indira Gandhi International Airport at 4 pm. The thrice-weekly flight has met with great response and is expected to serve the substantial Indian population living in Australia.



First in almost 10 years

The last time Qantas flew commercially to India was with its Brisbane-Mumbai service, which ended in 2012. Now, almost a decade later, the carrier has started flights between the two countries from December 6th with the Sydney-Delhi service.

QF67 landed in Delhi at 4 pm after a 15-hour journey from Sydney. The flight departed Sydney at 6:47 am for a 90-minute hop to Adelaide, where after

a one-hour planned stop and another hour of delay, it took off at 9:47 am local time for its 11+ hour journey to New Delhi.

QF67 will be a thrice-weekly service departing every Monday, Thursday, and Saturday, with Qantas planning to increase the frequency from January next year.

Flight QF67 landed in Delhi after a 15-hour journey from Sydney with a stopover in *Radarbox.com*

Great demand

While Qantas has operated more than 60 repatriation flights from India in the last year, this is the first time in a long while it is offering regular commercial service connecting Australia with India. More than 700,000 Indian immigrants live in Australia, and

QF67 is already proving to be quite popular.

The airline will also start its Melbourne-Delhi flight before Christmas from December 22nd. According to Qantas, both flights to Delhi have been the fastest-selling routes on its international network after Australia eased border restrictions in November.

Qantas Domestic and International CEO Andrew David commented, “There was an incredible response when we announced both our new routes to Delhi. Forward bookings for the next few months are well ahead of our initial forecasts so while it’s early days, it’s an exciting start. The level of pent-up demand on this route can be seen by the fact that almost all customers travelled as planned despite

the temporary three-day additional isolation requirement.”

There’s a significant demand for direct connections between Australia and India. In 2019, 182,374 passengers flew nonstop in either direction between the two countries on 834 Air India flights. Judging by the bookings on the flights to Delhi, it seems Qantas has introduced the flights at the right time.

Qantas will soon start its Melbourne-Delhi service before Christmas.

New routes to India

Many airlines are eyeing India as a destination by adding new flights or reintroducing previously cancelled services. American Airlines inaugurated its nonstop service

between New York and New Delhi in November, with the first flightseeing an impressive 92% load factor. The carrier is also planning to introduce its Seattle-Bengaluru service from March next year.

United Airlines, which already connects New Delhi with Newark and San Francisco, plans to launch a San Francisco-Bengaluru flight in May 2022. Wizz Air Abu Dhabi is also likely to join the list of carriers serving the busy and lucrative India-UAE sector early next year.

Judging by the forward booking on Qantas’ flights to Delhi and the impressive load factors on American’s JFK-DEL flights, it seems passengers are likely to have more options of flying in and out of the country in the coming future.

Swissport provides ramp handling services for Finnair’s long-haul fleet at Helsinki airport

Finnair has selected Swissport to support the smooth ramp-up of its intercontinental traffic at its home hub. The contract focusses on-ramp services for the long-haul fleet and is part of Finnair’s adjustment of ground handling responsibilities at Helsinki Airport.

Swissport will again provide ramp handling services for the wide-body fleet of Airbus A350 and Airbus A330 aircraft of its long-time customer Finnair, as the airline ramps up its long-haul operations to Asia and the US. “We are grateful for the trust Finnair has once again placed in us,” says **Jan van Engelen, Head of the Continental Europe region at Swissport.** “The increase in long-haul flights is an important step towards further strengthening our partnership. With our innovation

and operational excellence on the ground, we will support Finnair’s successful growth.”

Swissport and Finnair have a long-standing partnership in various areas of aviation services. The global leader in airport ground services and air cargo handling has already been entrusted by Finnair to operate the COOL Cargo warehouse, one of the largest temperature-controlled air cargo logistics centres in Northern Europe. As recently as October 2021, the COOL Cargo contract was extended earlier



than expected until 2026.

Since 2018, Swissport is also providing ground handling services for the fleet of ATR aircraft of NORRA Nordic Regional Airlines, a subsidiary of Finnair.

LATAM Cargo builds a strategic relationship with cargo.one to strengthen its delivery of unrivalled digital air cargo services globally



- **First mover:** LATAM Airlines Group and its cargo subsidiaries (the “LATAM Cargo carriers”) bring South American capacity to the cargo.one platform
- **Market agility:** The airline harnesses this powerful digital channel to respond dynamically to demand and increase its incremental revenue
- **Expansive network:** Freight forwarders will enjoy rapid and flexible direct access to the LATAM Cargo carriers’ expansive global and regional networks

LATAM Airlines Group and its cargo subsidiaries, and leading digital sales platform cargo.one, today announced details of a new strategic relationship, making the carriers’ network available for instant booking on the cargo.one platform. This milestone is part of LATAM Cargo’s innovative digitalization agenda, with the aim of diversifying its distribution channels while offering its customers best-in-class direct booking options. This approach is proven to deliver freight forwarders more effective results than using airlines without this capability.

Impressively, the LATAM Cargo carriers continue to significantly upgrade their digital infrastructure and internal processes. Now, South America’s air freight industry leaders are not only the first group of carriers in the region to diversify its distribution channels but also the first to partner with cargo.one.

“We want to provide customers with reliable and efficient solutions and a broad set of options that allows them to choose what works best for them. The LATAM Cargo carriers’ network and product portfolio are great examples of that. Partnering with cargo.one is

fully aligned with this goal as it gives customers access to LATAM’s cargo capacity through an innovative way,” comments **Andres Bianchi, Chief Executive Officer of LATAM Cargo.** *“The strategic collaboration with cargo.one enables expansion into an established, high performing digital marketplace, and to meet and exceed clients’ requirements for complete visibility and control in the booking process of their shipments. cargo.one not only delivers on the demand for customer self-service but also offers airlines unrivalled continuous improvement with additional services such as its cargo.one360 data analysis platform”,* he adds.

Moritz Claussen, Co-Founder and Managing Director of cargo.one, comments, *“It is with great pleasure that we welcome the LATAM Cargo carriers to the cargo.one platform. Our latest global expansion sees us partnering with a renowned group of cargo carriers as dedicated to digital excellence as we are. The timing could not be more opportune either as the LATAM Cargo carriers are nearly doubling their B767 freighter fleet over the next two years, and will certainly benefit from cargo.one’s ability to deliver increased customer volumes, optimized load factors and the ability to assess new routes”*

The LATAM Cargo carriers are the leading carriers for air cargo transportation to, from and within South America. Freight forwarders can look forward to booking the LATAM Cargo carriers’ capacities from Europe and North America instantly with a few clicks on cargo.one from Q2 2022. cargo.one user will enjoy access to the carriers’ enviable services to more than 15 countries.

Air Canada's First Boeing 767-300ER Freighter Enters Service; Deployed to British Columbia to Support Canadian Supply Chain

- Aircraft with nearly 58 tonnes of capacity put into commercial service
- First of eight aircraft that will make up Air Canada Cargo freighter fleet

Air Canada's first dedicated Boeing 767-300ER freighter aircraft was put into service today and operated its inaugural flight from Toronto to Vancouver. Originally scheduled to first fly to Frankfurt, Air Canada Cargo deployed the aircraft early to provide capacity where needed.

"Our first freighter is being deployed earlier than initially planned in order to provide additional cargo capacity needed into and out of Vancouver to meet ongoing demand as a result of the flooding that disrupted British Columbia's transportation network. The freighter is planned to operate 12 trips between our Toronto and Vancouver cargo hubs. Our teams have also worked extremely hard over the last several days to get our freighter into service early to aid in the transport of goods to Vancouver," said Jason Berry, Vice President, Cargo, at Air Canada.

Prior to its first freighter operation, Air Canada and Air Canada Cargo had boosted cargo capacity by 586 tonnes into Vancouver from Toronto, Montreal and Calgary in November to allow for the transport of more critical supplies to and from British Columbia.

Freighters part of Air Canada Cargo's growth strategy

The first freighter aircraft is currently



planned to operate between Toronto and Frankfurt for the remainder of 2021, in addition to the flights to Vancouver. In 2022, primarily out of Toronto, it will also serve Miami, Quito, Lima, Mexico City and Guadalajara. With additional airports including Madrid, Halifax and St. John's planned when the second aircraft is delivered in the first half of 2022.

The Boeing 767-300ER freighters will allow Air Canada Cargo to offer five different main deck configurations, increasing the overall cargo capacity of each aircraft to nearly 58 tonnes or 438 cubic metres, with approximately 75 per cent of this capacity on the main deck.

The addition of freighter aircraft to Air Canada's fleet will allow Air Canada Cargo to provide consistent capacity on key air cargo routes, which will facilitate the movement of goods globally. The

freighters will allow Air Canada Cargo to increase its capabilities to transport goods such as automotive and aerospace parts, oil and gas equipment, pharmaceuticals, perishables, as well as handle the growing demand for fast, reliable shipment of e-commerce goods.

Given the immediate demand for cargo capacity, the first freighter entered service without its final livery. At a later date, it will be painted in an Air Canada Cargo variation of the Air Canada livery introduced in 2017.

Since March 2020, Air Canada has operated more than 13,000 all-cargo flights globally using its wide-body passenger aircraft as well as certain temporarily modified Boeing 777 and Airbus A330 aircraft, which have additional available cargo space due to the removal of seats from the passenger cabin.

Menzies Aviation wins Best Cargo Handling Operation at the GHI Pride of Ground Handling annual industry awards

Menzies Aviation has announced that it has won the Best Cargo Handling Operation Award at the annual GHI Pride of Ground Handling industry awards.



The GHI judges said Menzies had adjusted to the challenges posed by the pandemic to make sure processes were followed, interruption to customers and the supply chain was minimised and quality of service was upheld.

The award recognised Menzies recent growth and success as a result of being agile and flexible. It quickly adapted to support the increase in global air cargo, such as transporting PPE, and also secured a number of significant contract wins including:

- The launch of cargo handling at its single biggest cargo location to date with only 30 days' notice to provide a handling solution for 250,000 tonnes of cargo for Avianca at their regional hub in Miami.
- Expanded into new markets with joint ventures in Pakistan, Iraq and

China where the cargo will be a key component of services as Menzies looks to expand in these new markets.

- Developed a global partnership with Qatar Airways which has expanded from London Heathrow to 14 locations in Australia, New Zealand, USA, Macau and Bucharest with combined annual cargo volumes of over 200,000 tonnes.

Menzies also increased cargo facilities by 40% in Los Angeles. It now has three custom bonded warehouses that collectively have the capacity to

handle over 130,000 tonnes each year.

Technology and innovation across Menzies' air cargo services were also put under the spotlight, with a focus on how efficient and effective technology is in supporting the commercial growth plans of the business.

Robert Fordree, Executive Vice President Cargo, Menzies Aviation, said:

"We are absolutely thrilled to win this award for our air cargo services, which have gone from strength to strength over the past 12 months despite the ongoing challenges of Covid-19. We have expanded our global network from 36 to 57 stations and continue to grow by being agile and responsive to opportunities in the market. This award is recognition for our passionate teams who work around the clock to provide a reliable and secure service to our customers."

The award recognised Menzies recent growth and success as a result of being agile and flexible.

Menzies Aviation makes progress on its All-In sustainability strategy



as part of shared procedures, to either change or digitise these processes together.

As well as putting into place paper-saving initiatives, Menzies launched the Menzies Aviation Grove, an initiative in partnership with registered charity Trees for Life, through which Menzies can

Menzies Aviation, the global aviation logistics specialist, has announced a six-month update on its All-In sustainability strategy.

Launched in April, All In is Menzies' plan for a fair and sustainable future. The industry-leading strategy has high-level goals across four key areas: health & safety, legal & ethical, people, and the environment. It also includes a commitment to becoming carbon neutral for Scope 1 and 2 emissions by 2033, Menzies 200th anniversary.

All In encapsulates Menzies commitment to making a positive difference in a changing world for its people, communities and the planet. The plan underpins Menzies' own sustainable growth and resilience, while also supporting the wider aviation industry.

Over the past six months, Menzies has become a signatory of the UN Global Compact and is participating in two UN Accelerator programmes, Target Gender Equality and UN Climate Ambition Accelerator Programme. Menzies has also committed to setting Science-Based Targets and establishing transparent plans for achieving these, in line with the Business Ambition for 1.5°C campaign, limiting global temperature rise to 1.5c. Alongside this, Menzies has reviewed carbon offsetting and socially responsible projects to invest in with ClimateCare, committing to purchase

43,000 tonnes of offsets in 2021.

Within its own operations, Menzies has been investing heavily in transitioning to electric and lower emission ground service equipment (GSE) where airport infrastructure allows, to reduce its carbon footprint and support customers' sustainability ambitions. For example, Menzies is providing fully electric turns at three European airports, and recently expanded its electric GSE fleet at Manchester Airport. Outside of Europe, Menzies is converting to electric GSE across its US operations and introducing electric forklifts into cargo operations globally. Menzies is also working alongside airline partners on a variety of sustainable aviation fuel programmes, most recently supporting British Airways by fuelling its transatlantic flight BA001 with sustainable aviation fuel.

Across the business, Menzies has implemented a Go Paperless initiative, which analyses paper use via monitoring software, and is digitalising processes and ways of sharing information with teams. A key example is the adoption of a document management solution for cargo at Heathrow Airport, which is already saving a significant volume of paper and will subsequently be rolled out to further locations. Menzies is also collaborating with customers to identify where paper is produced

donate funds for rewilding or tree planting in the Scottish Highlands. At a recent industry conference, Menzies committed to planting trees on behalf of customers and will continue to donate trees to the grove.

Internally, Menzies has set up an Equity, Inclusion and Belonging Working Group, which is developing positive actions for colleagues. A Women in the Leadership development programme is being piloted following the backing of IATA's 25by25 global initiative to change the gender balance within the aviation industry. A Wellbeing Working Group has developed a Wellbeing Hub for Menzies employees to access support and resources, and Air Menzies International has developed a Wellness Programme for 2022.

Katy Reid, Head of Sustainability & Corporate Responsibility for Menzies Aviation said: *"Like many global businesses, we remain resolutely focused on growing responsibly, protecting the planet, supporting our people and creating a fairer future. Our All In sustainability strategy is core to our business ambitions and sets us on course to meet our social and climate responsibilities. We are proud to have made significant strides since its launch six months ago, with plans now in place to engage our people, customers, suppliers and other partners to drive meaningful change across our industry."*



Brussels Airport reports 20% growth in cargo volumes

1.1 million passengers at Brussels Airport in November

In November, Brussels Airport welcomed more than 1.1 million passengers, 56% of the total of November 2019, before the Covid crisis. This is the fifth consecutive month that passenger totals were above a million. Cargo continues its month-on-month growth, with a growth of the total volume in November of 20% compared to November 2020.

Passenger figures: 56% of November 2019

In November, 1,112,216 passengers travelled via Brussels Airport. That is a decline of 44% compared to November 2019, but a considerable increase compared to November 2020, as in that month only 233,528 passengers visited the airport. Since July, passenger numbers have consistently, month after month, exceeded 1 million passengers, now for the fifth month in a row.

As this year the end of the autumn holidays fell in the first week of November, Brussels Airport welcomed more arriving than departing passengers. The passenger figures were lower in the second half of the

month than in the first half because of the holiday period and the still hesitant recovery of business travel in this period of the year.

The ten most important countries in November were Spain, Italy, Portugal, France, Turkey, Switzerland, Morocco, the United States and the United Kingdom. In particular, Morocco (102% of the number of passengers in 2019), Turkey (80% of 2019) and Spain (79% of 2019) are doing well. The number of passengers travelling to the United States was 45% of the number in 2019. The ten most popular destinations in November were Madrid, Barcelona, Lisbon, Milan, Rome, Malaga, Istanbul, Geneva, Frankfurt and Tenerife.

Transfer passengers accounted for

16% of the departing passengers; that share is lower than in 2019 due to the faster recovery of local traffic.

Cargo: more than 69,000 tonnes were handled in November

The total cargo volume at Brussels Airport also showed a strong growth in November (+20% compared to 2020). The growth in air cargo (+ 23%) is most notable in the full-freighter segment (+ 55%) and in the volume of cargo on board passenger flights (+ 41%) which is continuing to recover thanks to the growing number of passenger flights. The express services experienced a slight decline (- 4%), but the volumes remain high.

In the full-freight segment, Brussels

Airport is seeing growth among almost all existing customers, such as Qatar Airways, Ethiopian Airlines, Singapore Airlines and Sichuan Airlines. The routes from Asia and North America were the main contributors to the additional growth. Asia remains the most important region, followed by North America and Africa.

The transport of Covid-19 vaccines to and from Brussels Airport continues; more than 750 million vaccines have been handled since the start of vaccine transport in November 2020, whether for import, transit or export.

Flights

The number of flight movements in November decreased by 29%

compared to the period prior to the crisis (November 2019). Brussels Airport registered 12,794 movements (compared to 18,063 in November 2019). The number of passenger flights fell by 38%. Each flight had an average of 116 passengers on board (compared to 129 in 2019).

The number of cargo flights increased by 15% compared to November 2020; this was largely due to the increase in the number of cargo flights operated with passenger aircraft, flights that are operated during the day. These flights remain necessary to meet the large demand for air cargo capacity and are often deployed from Brussels Airport for vaccine transports.

German logistics giant Hellmann reports cyberattack

The billion-dollar company operates in 173 countries and offers logistics services for rail, sea freight, airfreight, and road transportation.

The German company operates in 173 countries, running logistics for a range of air and sea freights as well as rail and road transportation services. The company had a revenue of nearly \$3 billion last year.

In a statement, Hellmann said its Global Crisis Taskforce discovered the attack but outside cybersecurity experts were brought in to help with the response.

“Operations will be restored step by step, with the security and integrity of the systems as the top priority,” reads the statement.

The statement does not say if they were suffering from a ransomware attack, and the company did not respond to requests for comment.

This is a particularly inopportune time for a global logistics firm like Hellmann to suffer from a cyberattack considering the role it plays in the global supply chain, explained **Nasser Fattah, North America steering committee chair at Shared Assessments.**

“Today, the movement of goods is a global process that



requires a concerted effort because the supply chain may include transportation, shipping, receiving, storage, and management of goods,” Fattah said.

“The slightest kink in the chain can cause the business to suffer simply because of untimely deliveries. And businesses know that implementing seamless logistics is essential to keep pace with customer demands and remain competitive.”

Billion-dollar logistics firm Hellmann Worldwide Logistics reported a cyberattack this week that forced them to temporarily remove all connections to their central data centre. The company said the shutdown was having a “material impact” on their business operations.

Spicejet explores drone delivery service to expand logistics platform

- SpiceJet has said that it is planning to introduce a drone delivery service to strategically expand its logistics platform.
- They said it will first target mid-mile drone deliveries while preparing for last-mile deliveries in the future



SpiceJet plans to introduce customised drones of different payloads including 0-5 kg, 5-10 kg, and 10-25 kg which have the potential to change India's supply chain capabilities thereby making it more resilient and sustainable.

"SpiceJet continues to innovate and experiment with new technologies and we hope to introduce our drone delivery services soon. By inducting drones in the supply chain, SpiceJet's logistics

arm, SpiceXpress, will take a massive technological leap which will change the game for fast and cost-effective logistics in India," said **Ajay Singh, Chairman and Managing Director, SpiceJet.**

He further said that this will not just redefine the entire supply chain business but also offer a unique experience to the end consumer. *"With drones entering the logistics business, our fast emerging and growing*

e-commerce industry will be able to access the remotest corners of the country," he added.

The airline's freight movement arm SpiceXpress will focus on delivering vaccines, life-saving drugs and essential goods among others to the remotest and farthest corners of the country which is otherwise difficult to reach by the traditional means of transportations.

"SpiceJet has partnered with

Throttle Aerospace for more than 50 customized high-end drones while Aeologic will provide the drone software management,” it said in a statement.

The airline’s initial outreach plan for its drone business encompasses 10 districts with over 150 locations with an aim to achieve over 25,000 deliveries per month.

SpiceJet will also set up dedicated drone ports at strategic locations across the country.

“Poor transport and infrastructural challenges have been a key deterrent for taking new-age services to the hinterlands across the country. With businesses rapidly shifting to automation and enterprises prioritizing efficiency, autonomous technologies such as drones are now being considered for wider industrial use including the logistics industry,” it said.

A SpiceXpress-led consortium last year had submitted a proposal to the Directorate General of Civil Aviation (DGCA) for conducting experimental Beyond Visual Line of Sight (BVLOS) operations of remotely piloted aircraft in response to a DGCA notice inviting Expression of Interest.

Based on the recommendations of the BVLOS Experiment Assessment and Monitoring Committee, SpiceXpress was granted formal permission by the regulator for conducting experimental BVLOS drone trials in May 2020.

Throttle Aerospace has successfully completed 100 hours of testing based on the recommendations of the BVLOS Experiment Assessment and Monitoring Committee.

“SpiceJet is the only scheduled airline in the country to experiment with drone delivery services. The airline plans to introduce SpiceXpress drone delivery service to strategically expand its logistics platform while building a unique and seamless supply chain competence for itself,” it further added.

Ajay Singh, chairman and managing director, SpiceJet said, *“SpiceJet continues to innovate and experiment with new technologies and we hope to introduce our drone delivery services soon. By inducting drones in the*



supply chain, SpiceJet’s logistics arm, SpiceXpress, will take a massive technological leap which will change the game for fast and cost-effective logistics in India. This will not just redefine the entire supply chain business but also offer a unique experience to the end consumer. With drones entering the logistics business, our fast emerging and growing e-commerce industry will be able to access the remotest corners of the country.”

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SpiceJet also showcased its Drone delivery capabilities at the Gwalior Drone Mela.

SpiceJet demonstrated its Drone delivery capabilities at the Gwalior Drone Mela at Madhav Institute of Technology and Science in the presence of the Chief Minister of Madhya Pradesh Shivraj Singh Chouhan, Union Minister for Civil Aviation Jyotiraditya M Scindia, Union Minister of Agriculture and Farmers Welfare Narendra Singh Tomar, Member of Parliament, Gwalior Vivek Narayan Shejwalkar and CMD SpiceJet Ajay Singh.

1 year of vaccine shipments to and from Brussels Airport: 750 million vaccines handled



Since the worldwide first vaccine flight that took off from Brussels Airport on 27 November 2020, more than 750 million vaccines have been shipped through the airport. Thanks to the expertise built up over many years and the specialised infrastructure, Brussels Airport is the most important European hub for vaccine shipments, with daily flights to more than 60 destinations worldwide.

“I’m very proud that we can yet again live up to our role as the most important pharmaceutical hub in Europe and that we can make an important contribution to this pandemic. Thanks to our many years of experience and ongoing investments in the handling and shipment of pharmaceuticals, we are able, together with our partners, to support the vaccination programmes

worldwide. And we continue our efforts, day after day, to guarantee a streamlined and safe chain for these essential transports. From the very first flight with Covid vaccines one year ago to the shipments that we now handle daily, together with our cargo partners we guarantee smooth transport in the best possible conditions.”, says **Arnaud Feist, CEO of Brussels Airport Company.**

For more than ten years, Brussels Airport has been specialised in the transport of pharmaceutical products and offers the optimum infrastructure for temperature-sensitive shipments. The airport has more than 35,000 m² of temperature-controlled warehousing specifically for pharmaceutical products, the largest area in Europe, specialised Airside Pharma Transporters for transport on the tarmac, and the largest number of pharma-certified companies under the IATA CEIV programme.

The partners in the airport’s cargo department have thoroughly prepared themselves in the BRUcare Taskforce for all possible scenarios and requirements for vaccine transport. The very first flight with COVID vaccines worldwide left from Brussels Airport to the United States on 27 November 2020. One year later, more than 750 million Covid-19 vaccines have been handled at the airport.

There are daily flights with Covid-19 vaccines from Brussels Airport to more than 60 countries worldwide. The most important destinations are Japan and the United States. The most important airlines responsible for the vaccine transport are DHL Express, United Airlines, All Nippon Airways, Japan Airlines, TUI fly, Singapore Airlines, TAP, Iberia, Lufthansa cargo, Emirates, Virgin Atlantic and Qatar Airways. The vaccines transported are those of Pfizer-BioNTech, Moderna, AstraZeneca and Johnson & Johnson.

Until now, more than 750 million vaccines have been handled at Brussels Airport, more than half a billion for export and more than 200 million for import. In addition to import and export, Brussels Airport also plays its role as a hub for transfer flights from Asia to destinations including South America and Africa (with Sinovac and Sinopharm). Flights have also been operated within the COVAX programme of the World Health Organisation with vaccine donations from member states of the European union to African destinations.



Swissport

Fuels First Ever Passenger Flight Using 100% Sustainable Aviation Fuel

On Dec. 1, 2021, Swissport provided fuelling services for the first-ever commercial passenger flight using 100% Sustainable Aviation Fuel (SAF). The United Airlines flight departed with more than 100 passengers from Chicago's O'Hare International Airport and landed at Washington, D.C.'s Reagan National Airport.

Swissport played an important role as the into-plane fuelling services provider, supporting its long-time customer United Airlines with this milestone towards greener airways.

"Swissport is proud to support United Airlines on this historic event as we work together to make aviation more sustainable," says **Stan Livingston, COO fuelling service and aircraft maintenance at Swissport.**

"Sustainable Aviation Fuels are the most measurable solution to reduce aviation carbon emissions in the coming decades. It is extremely important for us to provide high-quality services while also supporting innovation to change the way air travel impacts the environment."

Swissport was also involved with United's earlier test flights in 2016 and 2019, as well as in trials with Alaska Airlines. This takes a collaborative effort between the airline, fuel supplier, and the into-plane service provider, where Swissport intends to play its role as an enabler for expanding the use of SAF today and in the future.

With approximately 450 daily departures by United Airlines, Chicago O'Hare International is Swissport's largest into-plane fuelling operation. Globally, Swissport's fuelling division has more than 2,000 employees operating at 40 airports across six countries (US, Canada, Germany, Austria, Norway, UK) on behalf of more than 120 airline customers. In 2019, Swissport fuelled some 6,300 flights per day, totalling 2,300,000 flights yearly. In 2021, the company is on pace for 1,850,000 flights fuelled.

Year-end review from Hermes Yuval Baruch reflects on a successful 2021



In 2021, Hermes has enjoyed many successes against the challenging backdrop of continued uncertainty for the aviation sector, as the effects of the pandemic linger. In February 2021, Simon Elmore re-joined the team as Chief Operations Officer, eager to be back at the helm of a product team focused on innovation at a time when the pandemic had brought renewed enthusiasm for industry digitalisation.

In March, Hermes joined forces with data-sharing cargo community specialist Nallian, combining their landside management applications with the Hermes New Generation (NG) Ecosystem to empower ground handling agents with a digital solution to streamline operations and bring end-to-end visibility to the supply chain. The collaboration brought Hermes customers a slot booking app to coordinate freight pick-up and drop-off, and a mobile acceptance

and delivery app, giving truck drivers the ability to manage drop-off and collection slots.

In May, dnata Singapore began implementation of Hermes NG at Changi Airport to support its ongoing digitisation drive, following earlier implementation of the Hermes NG upgrade across its Australia operations. The cloud ecosystem was chosen to help streamline workflows, improve the transparency of the handling process, and enhance data sharing.

In July, Hermes appointed Marcus Campbell as its new Chief Technology Officer during the successful rollout of its new Hermes 5 system upgrade for customers worldwide. Bringing 20 years of IT experience from a variety of sectors, including telecoms, fintech, and shipping, Marcus' attention is on accelerating customers' use of technology to enhance their cargo operations, and

supporting the ongoing development of Hermes' digital ecosystem, with a particular focus on business intelligence.

In October, Hermes made four new appointments to its India Product Team, growing its presence here to include New Delhi, a key region for cargo, as well as Pune in Maharashtra. The addition of these experts is part of Hermes' ongoing commitment to the growth of its product teams, and to providing enhanced service and support to its customers.

Later in October, Hermes released a re-engineered user interface for its import flight planner,

providing customers with a simplified view of more operational data. Thanks to the enhanced capabilities of the H5 CMS, data and functionality from the previously separate Pre-Flight and Flight Monitors have been merged onto one screen, bringing improvements to the speed and accuracy of flight planning operations.

Product developments have continued behind the scenes throughout 2021, and as the year draws to a close, there's plenty afoot for Hermes, with prototypes for enhanced NG functionalities due to be finalised in time for 2022.

Cainiao adds new Malaysia cargo flights to cater for e-commerce demand



Cainiao Network, the logistics arm of Alibaba Group, has announced plans to add new Malaysia charter flights as the country grows in importance as a regional e-commerce hub.

The first flight will operate between Kuala Lumpur and Shenzhen utilising a B737-300 aircraft operated by Central Airlines. In the future, the company plans to add more flights to Hangzhou, Sydney, Singapore and Jakarta to support volume growth in Malaysia.

The Kuala Lumpur (KLIA)-Shenzhen chartered flight will operate three times a week to deliver Malaysian products such as local produce and electronic products, directly to Chinese consumers in four hours.

“The chartered flights will increase airfreight stability amid cargo and commercial flight disruptions, and help businesses in Malaysia to tap on a wider Chinese market to facilitate economic recovery,” Cainiao said.

“Local businesses will also have the potential to export to the rest of Asia Pacific following the expansion of air freight routes in the near term.”

The move was made in response to growing exports from Malaysia to China, the company said.

Cainiao pointed to statistics from the Ministry of International Trade and Industry of Malaysia showing that China remained the country’s largest export destination, with exports value expanding by 12.5% to \$24.6bn in 2020 or 16.2% of total exports.

Shawn Louis, executive general manager for Cainiao said: “The launch of direct chartered flights will support the increase in trade flow from Malaysia to China and the broader APAC region.

“Here, the enhanced airfreight stability will play a key role in fostering economic development in Malaysia while also instilling greater resilience among SMEs.

“KLIA’s position as one of the leading distribution gateways in ASEAN, coupled with the smart logistics capabilities of the hub, will be instrumental in facilitating cross-border trade and serve as a regional centre for SMEs to scale globally.”

Cainiao opened its Aeropolis eWTP Hub as a regional e-fulfilment hub located at the KLIA in November 2020.



Gebrüder Weiss boosts operations in Bulgaria

Locations and employees at Rhenus Bulgaria integrated into the Gebrüder Weiss organization / National subsidiary in Bulgaria rounds out service portfolio with home deliveries

The transport and logistics provider Gebrüder Weiss has finished incorporating the operations of Rhenus Bulgaria into its network. As a result, four new locations have been added to its national subsidiary in Bulgaria – in Burgas, Svilengrad, Varna and Plovdiv. The 80 former employees of Rhenus Bulgaria can now look forward to fresh career perspectives as members of the Gebrüder Weiss family. The staff members from its Sofia site are relocating to the Gebrüder Weiss national headquarters just outside the capital in Musachevo, which is being further expanded. This move marks

Rhenus Bulgaria's withdrawal from the domestic transport market and the transfer of these operations to Gebrüder Weiss.

"Our more finely meshed network and new personnel will help us meet our Bulgarian customers' logistics requirements even more effectively. At the same time, we are expanding our service portfolio in the area of end-consumer deliveries," says **Marieta Grigorova, the country manager at Gebrüder Weiss Bulgaria.** Following the integration of Rhenus, the group is now providing *Home Delivery* options in Bulgaria. This includes the transport of furniture, household appliances

and home entertainment products purchased online – to and beyond the customers' front doors. The two-man teams will also assemble furniture and connect electronic equipment. In several central and southeastern European countries, Gebrüder Weiss ranks among the market leaders in home deliveries.

Gebrüder Weiss Bulgaria has been active in the country's land transport, air and sea freight and logistics segments since 1993. In the 1990s, following the fall of the Iron Curtain, the logistics company expanded its operations eastwards from central Europe. Today it can tap a tightly knit network of hubs across various southeastern European countries.

B&H Worldwide

wins two Green Apple Awards for best environmental practice

B&H Worldwide, the specialist aerospace logistics provider has won two Green Apple Awards at a ceremony in London.

The first for its Carbon Reduction project, which was achieved in 2020 but the awards were postponed for 12 months due to the pandemic, and the second for the adoption of electronic air waybills (eAWBs) for all airlines it works with.

The Green Apple Organisation is an independent, non-profit, non-political group that has been rewarding and promoting environmental best practices since 1994.

Its annual awards recognise those businesses that make a positive contribution to the environment through carbon-friendly initiatives.

In the Distribution and Logistics category, B&H Worldwide was rewarded for its efforts over two separate years to reduce its environmental impact across its global business.

The challenge was to reduce its overall carbon footprint through changing working practices in all its international stations and then educating team members, customers, and suppliers about why and how it was making changes.

It now operates a measurable, monitored environment and sustainability policy so that all stakeholders can see the year-on-year carbon reductions which have

been made including changing the company's IT infrastructure, installing LED lighting, introducing in-workplace recycling centres, transport routings and changing working practices.

Measurable results have included a 50% reduction in CO2 emissions at its London Heathrow head office since 2018 and an 82% reduction in paper usage by switching to a paperless purchase ledger.

In 2021, by adopting eAWBs when working with leading airlines B&H has been able to apply this policy not only to its UK head office but across its global network.

It has simultaneously enabled the company to minimise its overall paper load with current data showing it has reduced consumption by some 70% systemwide.

By April this year, 82% of all AWBs were being sent electronically and by August this had risen to 95%. The aim is to achieve 100% in the coming year.

Says B&H Worldwide Group CEO, Stuart Allen: *"The Green Apple Awards are something every company should aspire to. "We all want to improve our environmental performance and encourage the efficient use of resources. "Our team around the world has long recognised that while the industry we operate in has a large carbon footprint, we as a responsible company working within it must do our utmost to minimise our own impact within it. "Two Green Apple Awards in two different years is a tremendous testament to the team's achievements in doing that across all our locations".*



Kale Logistics Chosen by Mediterranean Shipping Company to provide an e-delivery solution for Thailand Maritime Industry



The IT solutions provider for the global logistics industry will provide CODEX electronic delivery solution to Mediterranean Shipping Company (MSC) in Thailand

Kale Logistics Solutions (Kale) has collaborated with TIFFA EDI Services to provide the CODEX Electronic Delivery Order (e-DO) service to the Mediterranean Shipping Company (Thailand) to digitally enable all stakeholders.

Developed in partnership with TIFFA, the CODEX e-DO services enable freight forwarders, shipping lines, customs brokers, importers, and terminal operators to exchange and receive delivery order documents digitally instead of in paper form.

The CODEX e-DO platform allows multiple stakeholders to perform their business activities via a digital interface, enabling stakeholders to place an e-DO request to the shipping line.

All the details of the e-DO are retrieved from the manifest file, which is provided in EDI format by the shipping line in advance to minimise data entry, with most steps automated, from request to issue of the delivery order.

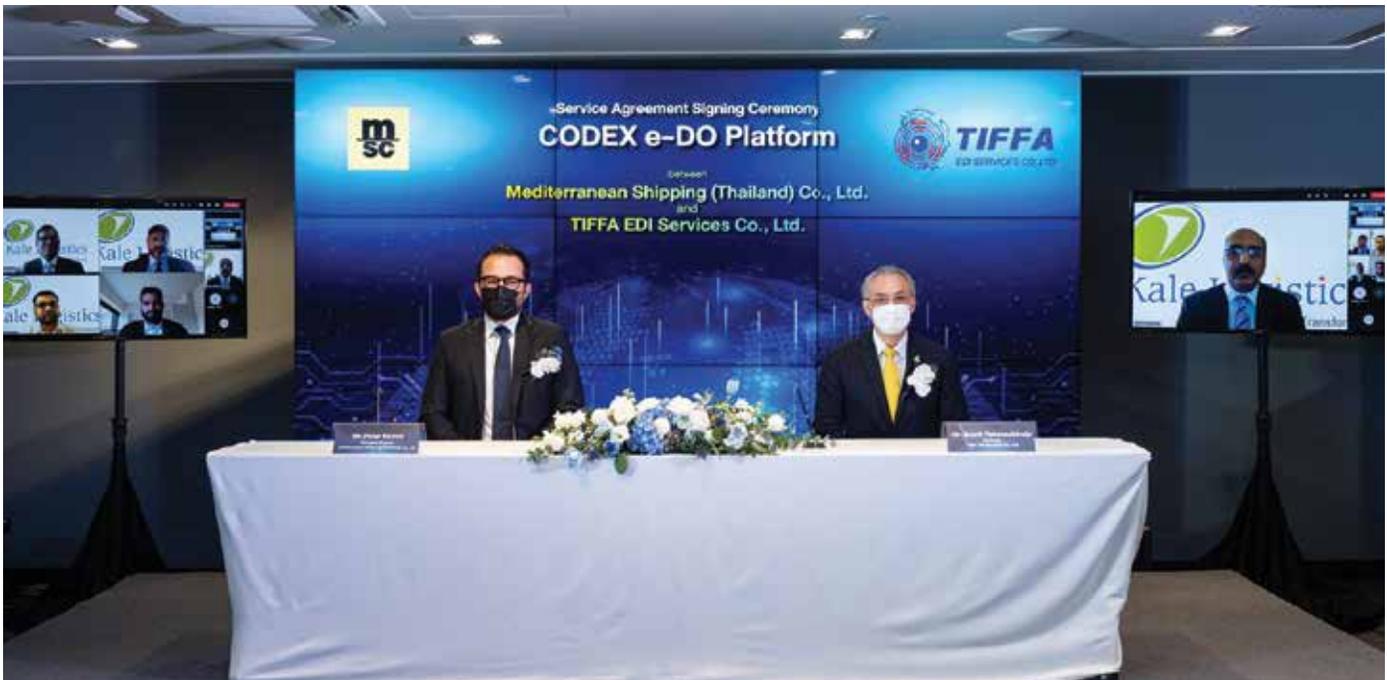
The new contract with TIFFA and MSC (Thailand), the world's second-largest container shipping line, was signed on 15th November and will serve to strengthen Kale's foothold in Thailand.

"Kale has a long-lasting relationship with Thailand and the stakeholders here. We have a major role to play in the digitisation drive in air cargo, as well as the maritime sector," said **Vineet Malhotra, Director of Kale Logistics Solutions.**

"Our domain expertise and experience of working in 27 countries and executing global IT projects in the maritime and air cargo space will add value to our CODEX Port Community System (PCS) platform in Thailand."

The CODEX e-DO will digitalise and streamline all business processes in goods exchange for MSC (Thailand), increasing the efficiency of document management and enabling work from anywhere, thanks to the cloud-based technology and a mobile version of the application.

When the terminal releases the



cargo in their application, the e-DO automatically updates through Web API, with electronic goods release certificates and status updates available 24 hours a day.

As well as offering increased security, by facilitating paperless operations the e-DO also minimises the risk of viral transmission and the spread of Covid by reducing physical contact between personnel and manual handling of documents.

“With our CODEX e-DO utilised by MSC (Thailand), Kale’s focus on playing a key role in improving Thailand’s Logistics Performance Index (LPI) ranking with World Bank and Trade

Facilitation Agreement initiatives with the World Trade Organization (WTO) continues to grow,” said Malhotra.

Suwit Ratanachinda, Chairman of TIFFA EDI Services, said, “We are offering this solution to ease the challenging situation of risk posed by COVID-19 for all stakeholders. The old-style Delivery Orders (DO) process, which takes time and paper-intensive operations, is prone to errors and increased the spread of the virus through document exchange. “The initiative of the e-DO service is to facilitate ease of doing business for freight forwarders, shipping lines, transporters, terminal operators and port authorities.”

During the ceremony, Managing Director of Mediterranean Shipping (Thailand) Co. Ltd, Peter Blohm, said, “MSC (Thailand) has been delivering superior customer service to the maritime industry over a period of 20 years.

“By collaborating with TIFFA EDI who are partners to Kale to provide this new service, we are committed to making a significant contribution to superior economic growth for all Thai entrepreneurs and the logistics trade community.

“We foresee the benefits of the CODEX e-DO system in providing services to MSC’s customers.”

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Flexport Launches Certified Partner Network

Global Ecosystem of Partners Disrupts Traditional Logistics Industry Models

Flexport, the platform for global logistics, launched the Flexport Certified Partner Network, an industry-first ecosystem of logistics service providers that brings together local expertise and global accessibility through the Flexport Platform.

Breaking away from the traditional freight forwarding business model, the Certified Partner Network gives Flexport and its clients access to more ways to work without the red tape of maintaining a vast footprint. To ensure consistently high quality, Certified Partners are held to thorough data, security and compliance standards and equipped with the Flexport Platform to

ensure end-to-end milestone visibility and performance monitoring.

“The current supply chain challenges highlight the need for localized expertise that can make the difference in a pinch,” said **Will Urban, Chief Revenue Officer at Flexport.** *“The Certified Partner Network lets Flexport tap into local capabilities in a way that disrupts the traditional freight forwarding model.”*

The Certified Partner Network will help Flexport clients scale across 89 countries where Certified Partners currently operate. In addition, it creates an opportunity for Certified Partners to lower their cost to serve

and scale operations for their own clients by bringing them onto the Flexport Platform. This two-way value creation reflects Flexport’s commitment to moving the logistics industry toward a stronger, more connected future.

“Flexport certified partners have been instrumental in moving our volume, especially in this grueling market - given everything is managed under one Flexport platform,” said **Chad Timothy, Senior Trade Specialist at Specialized Bicycle Components.** *“Their presence is closely integrated and at the same time indistinguishable from that of the Flexport in-house teams.”*



FedEx Logistics Enhances Customer Experience Globally with CargoWise

Integration of industry-leading platform latest step in meeting digital needs of customers

FedEx Logistics, Inc., a subsidiary of FedEx Corp., announced that its FedEx Trade Networks business unit is integrating WiseTech Global’s CargoWise digital platform into its global ocean and air transportation network.

CargoWise gives the FedEx Logistics global network end-to-end visibility into the movement of shipments in real-time. It enables complex logistics transactions and freight management from a single,

easy-to-use, modern platform, enabling digital development with improved data integration, automation, and the ability to scale — all leading to a better customer experience.

“This industry-leading technology helps FedEx Trade Networks efficiently navigate the complex global logistics ecosystem and strengthen the value we bring to customers,” said **Patrick Moebel, president, FedEx Trade Networks.** *“We strategically chose CargoWise because it enhances our services across the spectrum, and provides for scalable*

customer growth, at a time when there are dynamic changes throughout the global supply chain.”

A business unit within FedEx Logistics, FedEx Trade Networks specializes in air and ocean freight forwarding, e-commerce, customs brokerage, trade solutions, and other trade facilitation services. Its advanced data and technology solutions — backed by a focus on service — optimize the customer experience, improve supply chain management, and help drive successful global commerce.

CSR at va-Q-tec- more than just a corporate strategy!

Since its foundation in 2001, va-Q-tec has developed into a Hidden Champion. Its basic products are the highly efficient vacuum insulation panels (VIPs), which are applied for super insulation in various sectors such as construction, industry or mobility. In addition, the company also manufactures high-tech thermal boxes and containers, which are used to safely handle temperature-controlled (TempChain) supply chains of, for example, vaccines and other pharmaceuticals. The need and thus the demand for these innovative solutions is growing and so is the economic growth of the German company since its foundation by an average of 25% p.a. In addition to disruptive products, solutions and services to increase thermal energy efficiency and secure TempChain supply chains, a well-thought-out CSR strategy is part of the secret of va-Q-tec's success.

"va-Q-tec was founded on the idea of revolutionizing thermal energy efficiency worldwide. This revolution can only result from sustainable corporate culture and a willingness to assume social responsibility. Therefore, our CSR strategy is significantly linked to the company's success and is the basis for our extraordinary corporate growth in recent years," discusses **Dr Joachim Kuhn, CEO and founder of va-Q-tec**. CSR at va-Q-tec encompasses social, ecological and economic aspects. In doing so, it promises not only to be successful in the long term or to enhance its own image but also to avoid missteps – in other words, far more than just untargeted social commitment.

The clear link to the company's own business activities and regional corporate roots is very important to **Dr**



Kuhn. Various institutions were directly or indirectly involved in the creation and growth of the company. To show its gratitude for this support, va-Q-tec supports various scientific as well as educational institutions, cultural institutions and top-class sports in the region. In this way, the ground for innovative, creative thinking with an international orientation is created in Main-Franconia, and people from the most diverse areas and disciplines of society are encouraged to work together. Especially these "soft location factors" are becoming more and more relevant in times of shortage of skilled workers.

However, not only social commitment but also the preservation and protection of the ecological balance are important to the company. This includes a responsible approach to nature, natural resources and habitats through, for example, optimized products and production processes. In addition to the in-house photovoltaic system or the combined heat and power plant, which uses the generated energy and waste heat several times over, va-Q-tec is committed to strict environmental standards and permanent process improvement in terms of energy efficiency. In addition, the company declared its climate neutrality in 2020. "At va-Q-tec, we never stop improving our energy performance. Climate change is probably the biggest challenge facing our society in the coming decades. Our goal is not only to reduce our carbon

footprint through targeted measures and permanent improvements. 60% of the world's energy consumption is for thermal purposes. By using our products, this share can also be decisively reduced for our customers!", **Dr Kuhn** summarizes.

Compliance is also part of va-Q-tec's sustainability strategy. The company is listed in the Prime Standard of the Frankfurt Stock Exchange and is thus committed to maximum transparency in all business transactions. All working conditions and related processes are consequently monitored internally and the necessary improvements are initiated and tracked. This task is performed by the Social Performance Team. This team includes representatives of the management and trusted employees who have been nominated by the workforce. In addition, va-Q-tec expects full compliance with international labour standards from its contractors as well. An open corporate and management culture, as well as positive cooperation also ensures the company's success, satisfied customers, employees and partners. A systematic risk management system ensures that any risks taken are dealt with appropriately.

The presented excerpts from the CSR strategy of va-Q-tec are only a small part of the broad portfolio of the German company. The proven strategy, which always forms the basis for entrepreneurial decisions, has created the fertile ground for the company's strong growth.

TempChain Experts Dialog 2021- the first big step towards climate neutrality of temperature-controlled supply chains



- On November 17, 2021, various industry experts came together for the first time to discuss the next steps towards climate neutrality of temperature-controlled supply chains.
- In addition to assessing important, forward-looking measures, they unanimously emphasized the crucial importance of cooperation between all stakeholders in thermal logistics.
- As a climate-neutral certified company since 2020, va-Q-tec is the initiator and leads the way with a comprehensive balance in the emission of its products and services.

The second TempChain Experts Dialog initiated by va-Q-tec took place on November 17, 2021. The innovative discussion round was centred on the topic of 'how can supply chains be made climate-neutral?' and broadcasted live from Würzburg and watched by several hundred participants from all over the world. The chosen time could not be more appropriate considering a few days earlier - from October 31 to November 12 - the World Climate Conference (COP26) was held in Glasgow. A participant of this conference now also

spoke at the digital event with other leading logistics industry experts on an important long-term goal: the climate neutrality of temperature-controlled supply chains.

Transportation is considered one of the main emitters of climate-changing

gas worldwide, accounting for around 24% or 8.9 billion tons of eCO₂ (2019). Temperature-controlled logistics takes a large share of this. Reducing these emissions is essential to achieve internationally recognized climate targets. For example, to achieve the

European Green Deal, emissions are to be reduced by 55% by 2030 (compared to 1990), and up to 100% by 2050. The shift towards more climate-friendly processes within the logistics industry is in full swing.

Various processes and activities have already been initiated, as the invited industry experts impressively presented in short keynote speeches at the TempChain Experts Dialog:

With his short presentation, Amir Safaei, representing the World Business Council for Sustainable Development (WBCSD), provided an important basis for discussion by way of introduction. The organization has defined itself as a facilitator of sustainable development concepts since 1995 and provides a valuable contribution to the UN climate conferences. Amir Safaei played an active role at the World Climate Summit in Glasgow just days earlier. He was also involved in the development of the Greenhouse Gas Protocol. This is now a globally established approach to calculating CO₂ emissions of individual products and services, according to which many companies now balance their CO₂ emissions. He explained the systematic classification of greenhouse gas emissions into different scopes, with emissions in the Scope 3 category ("Indirect emissions not related to energy produced or purchased") representing the largest share.

To achieve the goals of the Paris Climate Agreement, reduction of Scope 3 emissions of 95% by 2050 or earlier is needed. In order to achieve this goal, Amir Safaei advocated for a merger and proactive cooperation of all stakeholders and a transparent, comprehensible and openly accessible presentation of all related data.

For his part, **Stefan Langer, Head of Logistics Sourcing at Merck**, reported on the sustainability strategy of the healthcare and life science company. It will operate in a climate-neutral manner by 2040 and continuously reduce resource consumption significantly until then. Although this is a large challenge, all the necessary high-quality

standards for the vital products will be maintained. A relevant part of the sustainability strategy here is the reduction of emissions-intensive modes of transport such as air freight, measures to decarbonize the value chain through proactive cooperation with visionary logistics providers, and the optimization of logistics routes.

Freight forwarder *DB Schenker* is also aiming to switch to sustainable solutions, as **Dorothee Becher, Head of Air Freight Healthcare Management Europe**, reports. In addition to switching to zero-emission fuels, bio-fuel and hydrogen-powered vehicles, in addition to the switch to zero-emission fuels in air and sea freight, as well as bio-fuel and hydrogen-powered vehicles inland transport, the sustainability strategy also includes advising customers on lighter, low-emission and reusable transport packaging. The freight forwarding company is in continuous dialogue with its existing and also new partners in order to further develop climate-friendly solutions and establish them as a standard on the market.

One possibility for low-emission temperature-controlled supply chains is offered by the passive high-tech boxes and containers from va-Q-tec, as CEO and founder Dr Joachim Kuhn, impressively presented. The company has already been certified climate neutral since 2020. Thanks to the intelligent combination of vacuum insulation and innovative temperature storage elements, the transport packaging is highly energy-efficient and stands out for its maximum performance. As one of the first suppliers, va-Q-tec prepared the comprehensive accounting of all product-related CO₂ emissions according to the Greenhouse Gas Protocol and, in August 2021, launched the industry initiative for climate neutrality of temperature-controlled supply chains with the publication of the white paper *Transparent CO₂ Calculations of Thermal Packaging Solutions*. With the initiation of the TempChain Experts Dialog, the

company is consistently pursuing the path of visionary providers of solutions for modern thermal logistics.

Corresponding to this, **Frederik van de Ven, Program Director Sustainability of the airline Air France KLM Martinair Cargo (AFKLM)**, brought another important aspect into the discussion. Besides the significant reduction of waste of 50% by 2030, 50% less carbon emissions as well as 100% emission-free processes on the ground (compared to 2005), he gave an exciting insight into the future of sustainable aviation fuels (SAF). The airline launched the first cargo SAF programme in 2020 to reduce CO₂ emissions and now has almost 30 SAF partners joining this program. In addition, AFKLM is also already calculating CO₂ emissions according to the Greenhouse Gas Protocol standard.

These exciting keynote presentations prompted lively interest among the audience who participated live with interesting questions. The main focus was on the standards to be developed and the prerequisites required industry-wide for the urgently needed climate neutrality of temperature-controlled supply chains. All participants emphasized the high prioritization of this important topic and the intention to work on solving the challenges ahead through increased collaboration.

"The TempChain Experts Dialogue impressively demonstrated that great efforts are already being made in many places to achieve the climate goal postulated by the World Climate Conference," summed up **Dr Joachim Kuhn**. *"Now it is a matter of jointly bundling the existing know-how as well as further developing and rolling out standards in daily practice. With the TempChain Experts Dialog, the first, great step of this vital path has been taken, which we now want to continue with all other interested stakeholders of the thermal supply chains! Once again, I would like to call on all stakeholders in the industry to join our industry initiative. Only together can we meet this global challenge."*

Congestion on the ground muted air cargo growth in November

Congestion on the ground muted air cargo's growth in November, with volumes falling by -1.2% versus October, reversing the trend traditionally seen in the peak build-up to Christmas, according to the latest global air cargo market intelligence from industry analysts, CLIVE Data Services.

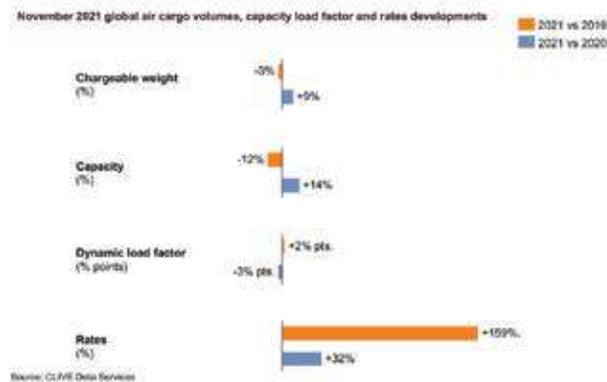
CLIVE's analyses of the air cargo market for the full four weeks of November 2021 measures the industry's performance to the pre-covid 2019 level, as well as providing 2020 year-over-year comparisons, to produce a meaningful assessment of the current operating performance. Last month's fall in volumes compared to October 2021 came despite a +0.5% rise in capacity, while overall air cargo rates climbed +8% in November month-on-month.

Compared to November 2019, last month recorded a 3% decline in demand, but overall air cargo rates remained buoyant at +159%. Capacity versus two years ago was -12%, lifting CLIVE's 'dynamic load factor' – based on both the volume and weight perspectives of cargo flown and capacity available to produce a true indicator of airline performance – up 2% pts to 66%.

Europe to North America market data for the last



Airport congestion pushed rates upwards, but muted the growth in cargo throughput



week of October versus the third week of November, prior to the Thanksgiving holiday in the US, showed capacity down 7.3% and load factor up 4% pts to 86%. Airfreight rates for this market consequently saw a 10% increase. Any hope that the opening up of

transatlantic services would offer some relief to the cargo market was quickly eradicated by increased volumes of passenger baggage.

"Typically, we would expect November volumes to be higher than October volumes, but that's not

reflected in this latest volume and load factor data. We started to see the growth slowing down at the end of October. The global load factor for November was 2% pts lower than in October, which is quite remarkable," said **Niall van de Wouw**, CLIVE's Managing Director.

"This unexpected month-over-month shift is not due to a lack of demand, it is almost certainly because cargo cannot be pushed efficiently through the system. This is also what we've seen reported in the ocean freight market at US west coast ports. Labour shortages are a factor in all sectors, but this is especially having an impact on such a labour-intensive industry as airfreight, especially on the ground. Airport congestion seems to be the price the industry has to pay for the lack of investment in, and appreciation of, cargo handling," he added.

"The current inefficiencies on the ground must have opportunity costs for airlines, forwarders and shippers alike because cargo will be missing flights. Two months ago, we described the air cargo market as 'fragile' heading into the traditional peak season, and this fragility is being visualised on social media through airport movies showing countless pallets and containers waiting on the tarmac."

Call for Mentees to Join the New Women in Aviation and Logistics Mentorship Scheme

Movement for change Women in Aviation and Logistics (WAL) is calling for mentees to sign up to its mentorship programme and for organisations to nominate their aspiring young female professionals to join the free-to-access scheme. The new WAL Mentorship programme, which will kick start in January 2022, is designed to support and encourage the next generation of female leaders in the aviation and logistics industry, bringing them together with a mentor who can introduce them to new ideas, help build confidence, and share knowledge and insight.

The scheme is free to join and requires a minimum four-hour commitment over four months, with mentees asked to provide a short write-up at the end of their mentorship.

"The air cargo industry needs to have more female leaders and we are proud to take concrete steps to make this happen," said **Céline Hourcade, Founder and Managing Director, Change Horizon, and co-Founder, WAL.**

"A more diverse air cargo industry will be stronger, more resilient and more sustainable."

WAL will be matchmaking mentors and mentees this December ready for a January start. Mentee nominations close on December 10th. The WAL mentorship is tailored to each individual's needs, with mentors and mentees agreeing on aims and outcomes at the start of their programme.

"Being a mentor for WAL for me is about sharing my knowledge from my past 30+ years in the industry, and that includes highs and lows," said Ocean

Twenty-five mentors from across the supply chain are ready to share knowledge, give guidance, and help build confidence to support women to develop their careers in the industry

Wide Logistics UK's Paula Bellamy, one of the 25 WAL mentors. "Our industry is certainly challenging in these times but it is always interesting, and to empower other people, especially women, is one of the most rewarding things we can do."

Twenty-five executives representing airlines, airports, forwarders, tech and drone companies, associations, and logistics experts have registered as mentors, with the full list available on womeninaviationandlogistics.org



"Our mentors represent a fantastic cross-section of invaluable experience and expertise, and they are ready, not only to share insight and knowledge, but also to help mentees to network and gain confidence," said **Emma Murray, Founder and Chief Executive Officer, Meantime Communications, and co-Founder, WAL.** *"These leaders have answered our call to help support and develop the NextGen of female leaders and it is with schemes like this one, which connects and strengthen our community, that we will future proof and improve our fantastic industry. "Now we are calling for mentees to join us and reap the benefits of decades of experience."*

The WAL movement for change has also launched an online free-to-access database of women experts, who are ready to speak at events, judge awards, or put themselves forward for Board membership.

TSA's Air Cargo Security Roadmap Sets Out Five-Year Vision to Modernize Operations



TSA will approve new systems to screen air cargo and work closely with industry partners to ensure that new technologies are effective and reliable.

The Transportation Security Administration (TSA) has published its five-year strategic vision for modernizing, streamlining, and further securing air cargo transportation operations.

In the past decade, the rapid increase of air cargo volume, due to the rise of e-commerce and customer demands for expedited delivery of goods, has substantially contributed to the air cargo system working at its full capacity. Most recently, the effects of the COVID-19 pandemic placed additional demands on supply chains that were already working at capacity.

In the 2010 bomb plot in Yemen, explosives were concealed within printers and shipped via air cargo but were discovered en route to the United States. Similarly, in the 2017 Australia bomb plot, explosives were shipped from Turkey to Australia by air cargo in an attempt to attack a passenger aircraft. A 2018 plot involving parcel bombs resulted in two deaths. In that incident, the lone actor attempted to ship two devices via a U.S. cargo carrier with one device detonating in a processing facility and the other being rendered safe during processing at a second facility.

Adversaries continue to threaten the air cargo system to carry out terrorist plots and use the air cargo supply chain to ship dangerous and potentially deadly items for pre-operational planning. Today, the air cargo system also faces emerging risks, including a proliferation of cyber threats and the increasingly pervasive use of unmanned aircraft systems

The new Air Cargo Security Roadmap is designed to help TSA and air cargo industry stakeholders identify and address emerging threats and ensure the efficient flow of commerce. The roadmap represents an extensive collaboration with trusted stakeholders within the air cargo industry. These include representatives from passenger carriers, all-cargo carriers, integrated carriers, indirect air carriers, shippers, ground handlers, partner government agencies, and industry associations. The stakeholders agreed to the need to focus on a number of high-priority areas, including expanding risk-based screening and analysis on domestic all-cargo flights, improving information sharing and screener training, enhancing the air cargo screening technology environment, improving the effectiveness of security standards, and responding to the complexities of the evolving air cargo system.

The new roadmap aligns with the *TSA Strategy (2018-2026)* and the *Administrator's Intent 2.0*. To achieve the roadmap's goals and objectives, TSA will continue to leverage innovative air cargo screening technologies and modernize our policies to reflect best practices in security.

The roadmap seeks to advance the capabilities for enhanced, risk-based screening; expand knowledge and information sharing between TSA and industry; enhance the air cargo industry's technology posture

to support security-enhancing innovation within the supply chain; and modernize air cargo policy to adapt to new technologies, flex with changing dynamics in the supply chain and address new threats.

Operational security effectiveness will be measured using TSA inspections and covert testing to evaluate security program holders' adherence to regulatory requirements and their actions taken to self-evaluate their security effectiveness and ability to identify security gaps. TSA will also engage with its foreign partners and international organizations to address vulnerabilities and other threats that originate beyond U.S. borders.

In July, the Government Accountability Office (GAO) found weaknesses in TSA's analysis of computed tomography imaging technology. In response, TSA told GAO that it was expanding performance measurement regarding adherence to air cargo security requirements that would move beyond measuring the level of air carriers' compliance. Officials told GAO then that TSA was working toward using air cargo covert testing at foreign airports as a potential proxy outcome measure for assessing the effectiveness of security requirements in preventing threats on flights to the United States.

According to the roadmap, TSA – through a qualification and testing program – will approve new systems to screen air cargo and work closely with industry partners to ensure that new technologies are effective and reliable. TSA says the air cargo marketplace lacks key incentives to encourage investment in security technologies, such as artificial intelligence and machine learning. As a result, opportunities for innovation that could improve security effectiveness may be limited. TSA will seek new opportunities to establish partnerships with air cargo screening technology vendors and other capability providers and explore opportunities for funding to support and expand both current and future capability pipelines. As part of the roadmap's initiatives, TSA will work



with the industry to understand how to best encourage the development of new security technology and other capabilities.

The roadmap includes a review of cargo shipper vetting and will also consider options that allow the all-cargo industry to propose alternate risk-based and data-driven security and screening procedures for air cargo screening operations.

TSA will also assess the current state of training for air cargo screening and associated requirements.

In the past decade, the rapid increase of air cargo volume, due to the rise of e-commerce and customer demands for expedited delivery of goods, has substantially contributed to the air cargo system working at its full capacity

Historically, the industry has been responsible for the hiring, training, and testing of its air cargo screeners. However, TSA will look to support screener training to address challenges with consistency, uniformity, and availability of threat-driven training materials and protocols.

According to the roadmap, information and intelligence will be shared through the Aviation Domain Intelligence Integration & Analysis Cell (ADIAC) among primary stakeholders to enable agile, data-driven decision making.

The new objectives also include provision for TSA to conduct a holistic review of air cargo security programs to determine how it might update or replace them to better reflect the complexities of the modern supply chain, mitigate cybersecurity threats, and to consider how best to conduct future, recurring reviews.

"I am proud of the work and collaboration that led to this roadmap for improving the security of our nation's air cargo system," said **TSA Administrator David Pekoske**. *"When we collectively work toward common goals with a unified purpose, we tend to achieve greater results."*



Air Cargo

Demand Up 9.4% in October

The International Air Transport Association (IATA) released October 2021 data for global air cargo markets showing that demand continued to be well above pre-crisis levels and that the capacity constraints have eased slightly.

As comparisons between 2021 and 2020 monthly results are distorted by the extraordinary impact of COVID-19, unless otherwise noted, all comparisons below are to October 2019 which followed a normal demand pattern.

- Global demand, measured in cargo tonne-kilometers (CTKs*), was up 9.4%

compared to October 2019 (10.4% for international operations).

- Capacity constraints have eased slightly but remain 7.2% below pre-COVID-19 levels (October 2019) (-8.0% for international operations).

Economic conditions continue to support air cargo growth but are slightly weaker than in the previous months. Several factors should be noted:

- Supply chain disruptions and the resulting delivery delays have led to long supplier delivery times. This typically results in manufacturers using air transport, which is quicker, to

recover time lost during the production process. The global Supplier Delivery Time Purchasing Managers Index (PMI) reached an all-time low of 34.8 in October; values below 50 are favorable for air cargo.

- Relevant components of the October PMIs (new export orders and manufacturing output) have been in a gradual slowdown since May but remain in favorable territory.

- The inventory-to-sales ratio remains low ahead of the peak year-end retail events such as Christmas. This is positive for air cargo as manufacturers turn to air cargo to rapidly meet demand.

- Global goods trade and industrial production remain above pre-crisis levels.

- The cost-competitiveness of air cargo relative to that of container shipping remains favorable.

“October data reflected an overall positive outlook for air cargo. Supply chain congestion continued to push manufacturers towards the speed of air cargo. Demand was up 9.4% in October compared to pre-crisis levels.

Air cargo market detail - October 2021

OCTOBER 2021 VERSUS OCTOBER 2019	WORLDSHARE1	CTK	ACTK	CLF(%-PT)2	CLF(LEVEL)3
Total Market	100.0%	9.4%	-7.2%	8.5%	56.1%
Africa	2.0%	25.9%	6.6%	6.9%	45.0%
Asia Pacific	32.6%	3.6%	-15.7%	12.3%	66.1%
Europe	22.3%	9.0%	-7.2%	9.3%	62.6%
Latin America	2.4%	-5.8%	-22.7%	7.5%	42.1%
Middle East	13.0%	9.4%	-8.7%	9.5%	57.2%
North America	27.8%	18.6%	3.1%	5.9%	44.9%

1) % of industry RPKs in 2020 2) Change in load factor vs. the same month in 2019 3) Load Factor Level

And capacity constraints were slowly resolving as more passenger travel meant more belly capacity for air cargo. The impact of government reactions to the Omicron variant is a concern. If it dampens travel demand, capacity issues will become more acute. After almost two years of COVID-19, governments have the experience and tools to make better data-driven decisions than the mostly knee-jerk reactions to restrict travel that we have seen to date. Restrictions will not stop the spread of Omicron. Along with urgently reversing these policy mistakes, the focus of governments should be squarely on ensuring the integrity of supply chains and increasing the distribution of vaccines," said **Willie Walsh, IATA's Director General.**

October Regional Performance

Asia-Pacific airlines saw their international air cargo volumes increase 7.9% in October 2021 compared to the same month in 2019. This was close to a doubling in growth compared to the previous month's 4% expansion. The improvement was partly driven by increased capacity on Europe-Asia routes as several important passenger routes reopened. Belly capacity between the continents was down 28.3% in October, much better than the 37.9% fall in September. International capacity in the region eased slightly in October, down 12.9% compared to the previous year, a significant

improvement over the 18.9% drop in September.

North American carriers posted an 18.8% increase in international cargo volumes in October 2021 compared to October 2019. This was on par with September's performance (18.9%). Demand for faster shipping times and strong US retail sales are underpinning the North American performance. International capacity was down 0.6% compared to October 2019, a significant improvement from the previous month.

European carriers saw an 8.6% increase in international cargo volumes in October 2021 compared to the same month in 2019, an improvement compared to the previous month (5.8%). Manufacturing activity, orders and long supplier delivery times remain favorable to air cargo demand.

Economic conditions continue to support air cargo growth but are slightly weaker than in the previous months.

International capacity was down 7.4% compared to pre-crisis levels, a significant improvement from the previous month which was down 12.8% on pre-crisis levels.

Middle Eastern carriers experienced a 9.4% rise in international cargo volumes in October 2021 versus October 2019, a significant drop in performance compared to the previous month (18.4%). This was due to a deterioration in traffic on several key routes such as Middle East-Asia, and Middle East-North America. International capacity was down 8.6% compared to October 2019, a decrease compared to the previous month (4%).

Latin American carriers reported a decline of 6.6% in international cargo volumes in October compared to the 2019 period, which was the weakest performance of all regions, but an improvement compared to the previous month (a 17% fall). Capacity in October was down 28.3% on pre-crisis levels, a decrease from September, which was down 20.8% on the same month in 2019.

African airlines saw international cargo volumes increase by 26.7% in October, a deterioration from the previous month (35%) but still the largest increase of all regions. International capacity was 9.4% higher than pre-crisis levels, the only region in positive territory, albeit on small volumes.

Mondiale VGL Mondiale VGL acquires Customs Agency Services



Pictured from left to right: George Schirato (Mondiale VGL Director), Louise Rigoni (CAS Director), Mark Callus (CAS Director), and Chris James (Mondiale VGL COO).

continue to operate as a stand-alone business within our broader group and operate under the same CAS name and existing team. "Growth by acquisition is an important part of our strategy to build scale in our business and acquire companies that deliver either unique access to key market segments or which bring critical mass in key markets where we seek to further increase our presence," he said.

Also commenting, **Customs Agency Services Principals Mark Callus and Louise Rigoni**, said:

"This is an inflection point for our business, enabling us to accelerate our

growth ambitions with a highly regarded national provider that is recognised as the largest, privately-owned international freight forwarding and logistics company in our region.

"Fundamentally, we believe that scale in logistics has become a critical factor in remaining relevant and competitive in our industry. Becoming a part of the Mondiale VGL Group will bring significant scale and capability to our operations in Australasia and globally. "This is good news for our customers who will benefit from greater access to contested space for both sea and air cargo with access to a full suite of integrated services providing them even greater control and visibility of their supply chain," they said.

Australasian end-to-end supply chain giant, Mondiale VGL has announced the acquisition of the leading South Australian-based customs and logistics business, Customs Agency Services (CAS).

The tie-up with CAS will consolidate Mondiale VGL's national presence while also building further scale in the Australasian market.

CAS is a South Australian-based national freight forwarding business. CAS specialises in international and domestic freight forwarding, customs brokerage, third-party warehousing, and logistics and customs advice.

The combined group will handle over 500,000 containers and 25 million kilograms of air freight per annum,

employing more than [1,500] people globally in freight forwarding, customs clearance, wharf transport, and warehousing.

Commenting, **Mondiale VGL CEO, Ray Meade**, said:

"The Customs Agency Services business will consolidate our national footprint and give us access to the highly strategic Defence and eCommerce industry verticals, creating significant cross-selling opportunities across our business.

"Having worked with CAS in various forms for more than a decade, we have a deep respect for its people and the customer-centric focus embedded throughout the business. CAS will



Deutsche Post DHL Group Begins Transition at the Top:

Tobias Meyer, P&P Germany CEO, to Become Group CEO in May 2023

Deutsche Post DHL Group has initiated the leadership transition at the top of the company. The Supervisory Board of Deutsche Post AG has extended Frank Appel's contract as DPDHL Group CEO until May 4, 2023. His previous contract runs until October 31, 2022. Appel will continue to serve as DPDHL Group CEO until the Annual General Meeting in 2023. Thereafter, Tobias Meyer will take over as DPDHL Group CEO. Meyer joined the company in 2013 and has held a wide variety of positions including Head of Corporate Development, Chief Operations Officer at DHL Global Forwarding, and Head of Operations and IT at Post & Parcel Germany. He has been CEO of Post & Parcel Germany and a member of the DPDHL Management Board since March 2019.

"In Tobias Meyer, we have a recognized expert of the company taking over as DPDHL Group CEO. He is the ideal choice to continue the very successful path the company has charted. With Strategy 2025, the Management Board successfully executes along with the major megatrends of Digitalization, Sustainability, Globalization, and

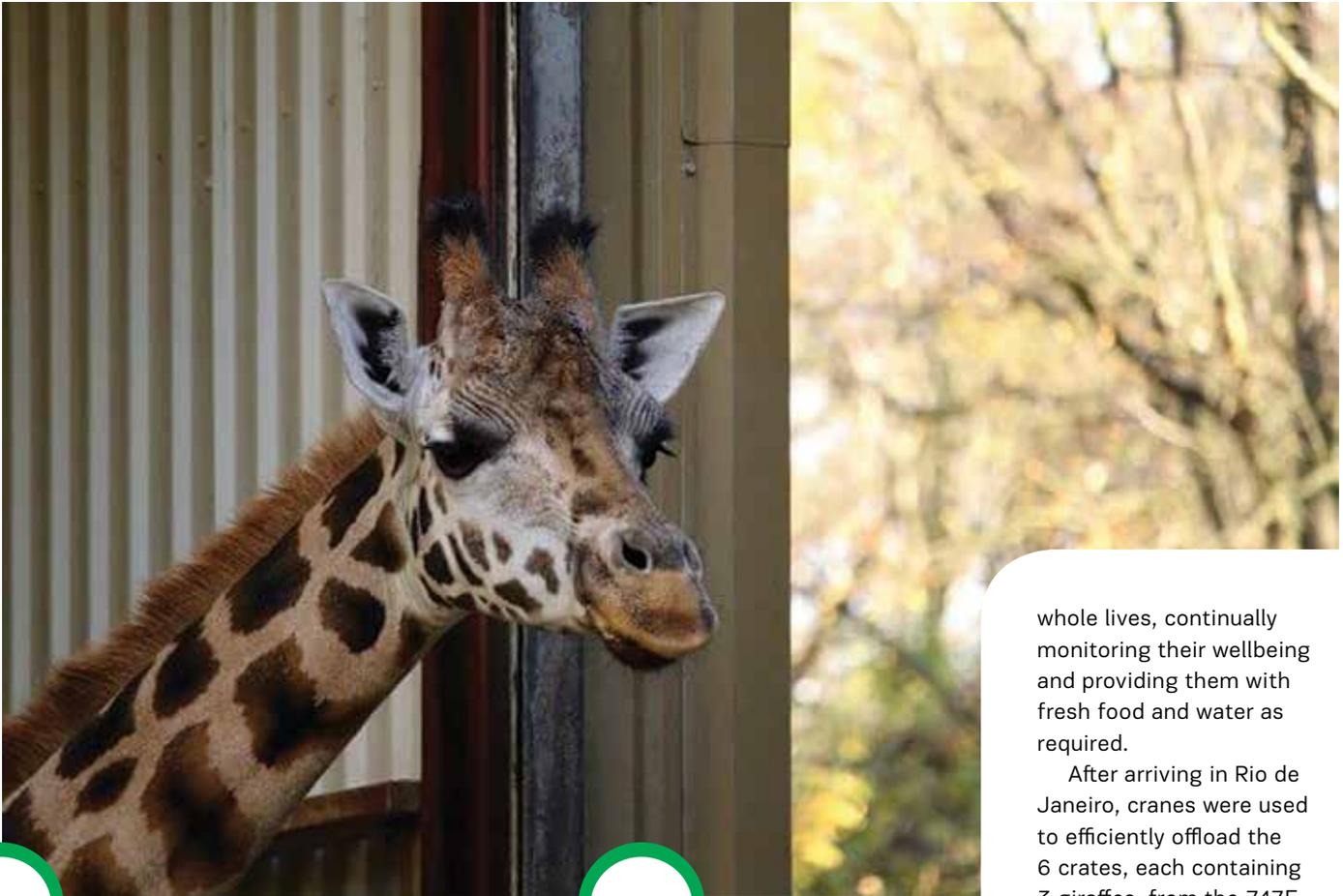
eCommerce", says Dr Nikolaus von Bomhard, Chairman of the Supervisory Board of Deutsche Post AG.

Von Bomhard adds: *"We thank Frank Appel for his support to assure this seamless transition. Frank Appel's performance during his more than 13 years at the top of DPDHL Group has been outstanding. He made the company into a leading global logistics powerhouse that connects people and markets, thereby enabling global trade. Under Appel's leadership, the company has posted one record after the next. Deutsche Post DHL Group has much to thank him for."*

Frank Appel: *"After careful consideration, I have decided not to remain for another full term in office. I do this totally convinced that Deutsche Post DHL Group is led by an exceptional management team and supported by highly engaged employees. In Tobias Meyer, we have a top-class manager and great colleague to follow as the next DPDHL Group CEO. Under his leadership, Post & Parcel Germany successfully managed the turnaround. I couldn't have hoped for a better successor."*

As part of a smooth transition, Tobias Meyer will take over the Corporate Function Global Business Services from Frank Appel in July 2022, and hand over his role as **CEO Post & Parcel Germany to Nikola Hagleitner, currently Chief Sales Officer at Post & Parcel Germany.** Hagleitner has been with the company since 2005 and has worked in three of the five divisions at Deutsche Post DHL Group. With experience across operations, sales and business development, Nikola bring a wealth of expertise to her new position.

In addition, the Supervisory Board has also extended the contract with **Oscar de Bok, CEO DHL Supply Chain**, for another five years to September 30, 2027.



Intradco Global and Chapman Freeborn organised a charter flight to transport 18 giraffes from South Africa to Brazil

Intradco Global and parent company, Chapman Freeborn, have worked together on a charter flight to transport 18 giraffes from O.R. Tambo International Airport (JNB) to Rio de Janeiro Galeão Airport (GIG).

Averaging 4.3-5.7 meters when fully grown, the animals were transported whilst still young to ensure they had the legally required head clearance in the 2.95 meter-high crates, which were made of metal and plywood to make them both sturdy and leak-proof.

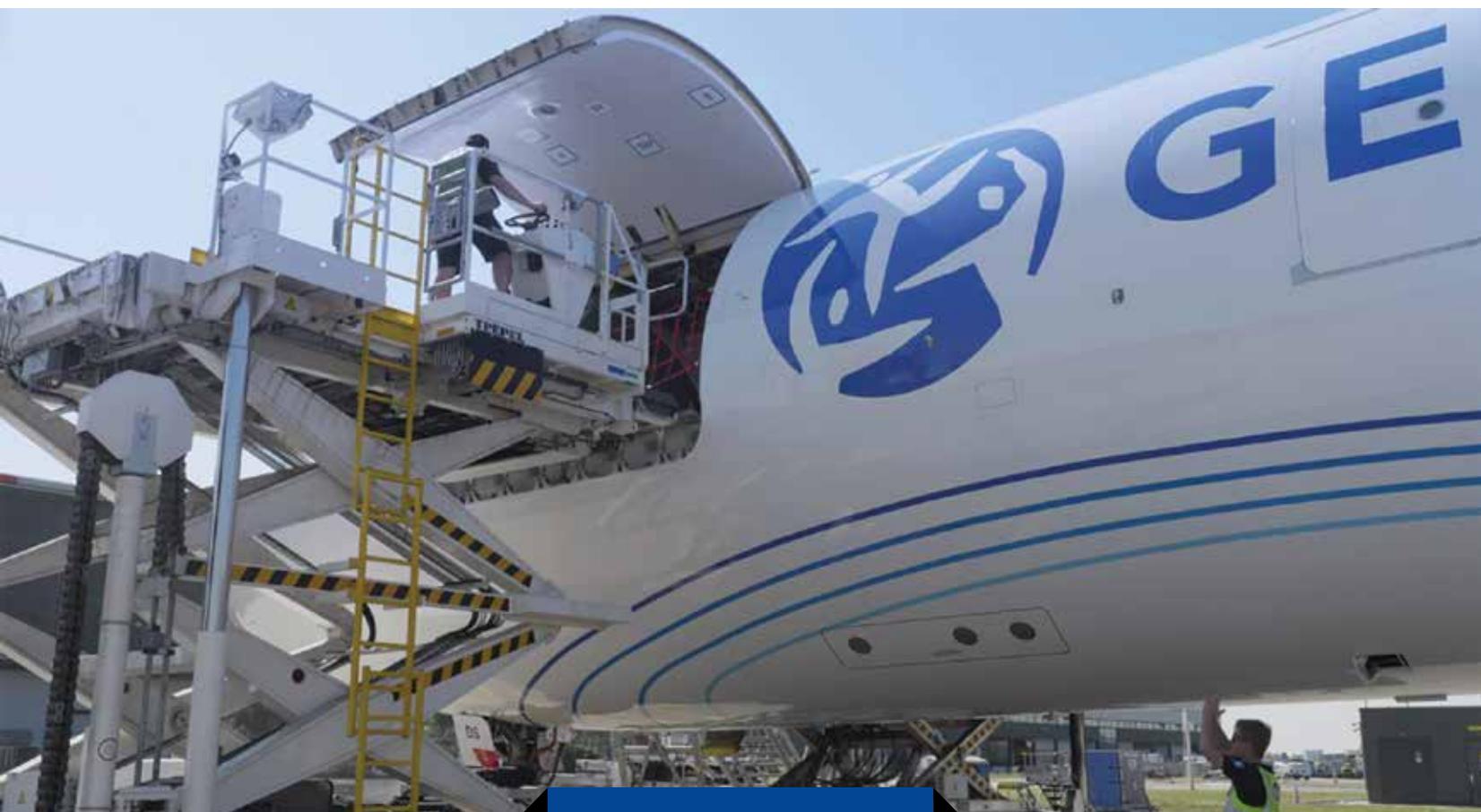
Two attendants travelled with them during their 10-hour direct flight, one of whom was a breeder who has known the giraffes their

whole lives, continually monitoring their wellbeing and providing them with fresh food and water as required.

After arriving in Rio de Janeiro, cranes were used to efficiently offload the 6 crates, each containing 3 giraffes, from the 747F aircraft.

The animals then entered a mandatory 30-day quarantine, which they will finish on 11th December to then be transported to their new home.

Alexander Kraynov from Intradco Global said: *“This charter was in collaboration with the Chapman Freeborn South Africa team. **“Cargo Charter Manager, Gerhard Coetzee, was on the ground in Johannesburg communicating with the handling company and customs agents, and ensuring the loading went quickly and smoothly. “Together we completed a successful operation that saw 18 exotic animals travel over 7,000 in safety and comfort.”***



GEODIS partners with Unilode for ULD management solutions

GEODIS, a global leading supply chain provider, has entered into a five-year unit load device (ULD) supply, management and repair agreement with Unilode Aviation Solutions, the market leader in outsourced ULD management and repair services.

At present, GEODIS leases one A330-300 aircraft, converted into a freighter, and flies to AMS, ORD, STN and HKG, to increase supply chain velocity and airfreight capacity for its customers. Unilode supplies containers and pallets to GEODIS and provides its full range of ULD management solutions, including procurement, planning, logistics, repair and digitalisation.

Stanislas Brun, Senior Vice President, Global Air Freight, GEODIS, said: "As airfreight capacity offered by airlines has significantly decreased during the pandemic, we decided to lease our own freighter

aircraft to ensure air cargo space available for our customers and increase the speed of their shipments. Unilode's ULD management services proved to be the most convenient and appropriate solution for GEODIS' start-up airline activities as in addition to supplying the necessary stock of ULDs at all our destinations, Unilode also takes care

of all ULD-related operational tasks. We are pleased with our newly formed partnership and are confident that our cooperation will be further developed in terms of volume and services."

Marc Groenewegen, Chief Commercial Officer, Unilode, said: "GEODIS' investment into its own dedicated aircraft is a great example of freight forwarders taking ownership to overcome air cargo capacity shortages. From Unilode's pooled ULD fleet we are able to quickly supply containers and pallets needed for GEODIS' freighter aircraft operations. Additionally, we also reduce costs and carbon emissions associated with the repositioning of damaged equipment, as Unilode has its own ULD repair centres covering GEODIS' destinations in the Netherlands, the United Kingdom, the USA, and Hong Kong. We look forward to partnering with GEODIS and contributing to the success and growth of its own air cargo operations."



Wingcopter receives Investment from Japan-based DRONE FUND

German drone delivery pioneer **Wingcopter** continues to fly high, announcing that it has received an investment from **DRONE FUND**. DRONE FUND is a Japan-based venture capital company specializing in a drone- and air mobility-related startups. The investment is made out of DRONE FUND's JPY 10 billion/USD 90 million strong third fund, called DRONE FUND III (officially DRONE FUND III Investment Limited Partnership), and comes in the run-up of Wingcopter's Series B investment round. It is DRONE FUND's first investment in eVTOL drone technology as well as its first investment in a German company.

Wingcopter already has deep ties with Japan. Last year, the company signed a partnership agreement with Japan's biggest airline ANA. Together with Wingcopter, ANA plans to build a drone delivery network to help improve the quality of life in rural areas across the country. Extensive trials have already taken place in the past months.

In addition, Wingcopter is about to announce the signing of a strategic partnership agreement with one of

the largest Japanese *sogo shosha* (Japanese general trading companies) through Wingcopter's Authorized Partnership Program (WAPP). The company will act as a distributor and local technical support provider for Wingcopter's newest Unmanned Aircraft System (UAS), the Wingcopter 198, in Japan. The WAPP is Wingcopter's global network of strategic partners. It includes drone operators, resellers, and agents that are trained and allowed to operate, promote, and distribute the world's first triple-drop delivery drone, the Wingcopter 198.

Japan is an attractive market for Wingcopter as the country is very progressive with respect to the integration of drones into everyday life. Already in 2017, the Japanese government recognized the extraordinary potential drones have to offer in many different sectors of life and business and created the first national commercial drone roadmap, the so-called Roadmap for the Application and Technology Development of UAVs in Japan, and has continuously adapted it ever since.

"This investment comes at a time when we are intensifying our efforts on the Japanese market. We are convinced that the DRONE FUND team will open doors, allowing us to bring drone delivery services to more customers in Japan and beyond. It also makes us really proud that we are the only eVTOL drone company in their portfolio of about 50 investments. I believe the investment is testament to the fact that the Wingcopter 198 is really leading the way of delivery drone technology", says **Tom Plümmer, CEO of Wingcopter**.

Kotaro Chiba, Founder and Managing Partner of DRONE FUND, comments: *"We have seen the air logistics network in Japan developing at an accelerated pace with the lifting of the ban on Level 3 flights in 2021. Wingcopter is one of the most reliable and cutting-edge eVTOL hardware, software and AI providers in the world, with successful experience in Japan. We are honoured to be able to invest in such a great team. We look forward to working with the Wingcopter team to contribute to the development of drone logistics in Japan and abroad."*

DRONE FUND joins existing investors Xplorer Capital, Futury Capital, Expa, Hessen Kapital III, and Corecam Capital Partners. Wingcopter is currently in advanced investor discussions for its upcoming Series B round.ew

Çelebi Aviation invests in digitalization for its cargo/warehouse management



Çelebi Aviation has announced that its subsidiary in Turkey, Çelebi Hava Servisi A.Ş., has successfully implemented an innovation for expediting the processes at Truck Docks, “Truck Slot Dock Booking”. Since the start of the pandemic, the cargo business has been running at full speed. To ensure that the high volume of freight can be handled quickly and smoothly as Çelebi Aviation, we keep investing globally in the cargo business, especially in the trending topic “digitalization”.

In this regard, a new application has been launched in Turkey, which will decrease the waiting time at truck docks. **Quality Director of Çelebi Aviation Holding, Mr Bülent Ziyagil, stated that** “We are excited to launch our second cargo-related application “Truck Slot Dock Booking” that will ease and expedite the processes at the dock area. “Those innovations are crucial to meet the market expectations as the demand for air freight is increasing day by day since the outbreak of COVID-19 pandemic.”

The key advantages of Truck Slot Dock Booking:

- Auto dock assignment and prioritization of truck based on

parameters such as shipment type, SHC, scheduled time of departure, customer type, pieces and gross weight and so on

- System forecasts the number of operational docks required for each time slot configured by the Ground Handler

- System forecasts resource requirements during peak and off-peak hours

- Based on piece, weight, shipment type and other details, the system forecasts Truck loading and unloading time

- Real-time truck dwell time prediction-based on number of vehicles at the airport premise (waiting at the parking area, at the terminal, piece, weight, nature of goods and so on)

- Auto-suggest optimal slot duration based on past transactions of ground handlers

Before moving to the airport, the vehicles carrying shipments will be registered via this application to reserve their slots at truck docks.

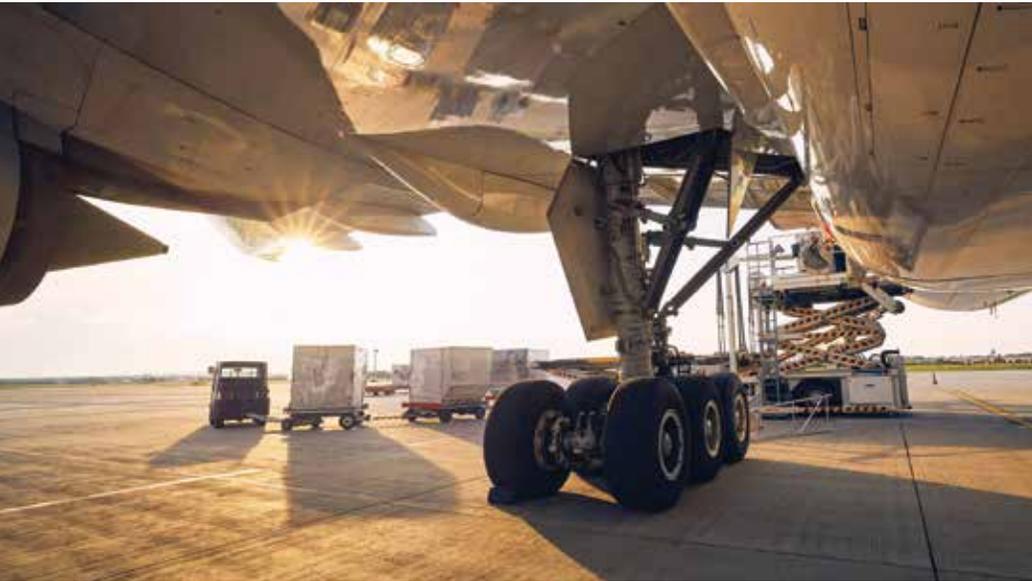
A unique QR code will be created and sent to each registered vehicle to be used during the whole process. Codes will be

scanned at their arrival at the airport for informing the related responsibilities that the truck has arrived.

Trucks will directly be led to the marshalling area where they are going to wait for their slot. After confirming that the docking spot is available, trucks will be taken to a specified dock, and off-loading will be initiated. All relative records will be taken from the ground handling agency during the arrival upon departure. “We are the only ground handling agency offering just in time operation in Turkey,” **added Mr Ziyagil.**

“We have already started to benefit from this development, on the other hand, we are assuming its positive impact would be increased during 2022. “This innovation would be another milestone for our sustainability process. At Çelebi Aviation, we have been investing in Sustainability for the last years. “By implementing “Truck Slot Dock Booking”, unnecessary time loss at the docks will be eliminated as all trucks will get in their off-loading spots by not waiting in any queue. “This situation would also decrease carbon emission and fuel consumption.”

Forwarding market returns to growth led by air cargo



The freight forwarding market is expected to grow by double-digit percentage levels in 2021 compared with last year led by the air cargo sector.

The latest market forecast from consultant Transport Intelligence (Ti) shows that the forwarding market (in total value terms) is expected to improve by 12% in 2021 compared with last year.

The growth will also make the forwarding market 2.3% larger than the pre-pandemic year of 2019 and was driven by a strong first half, which improved by 19%.

During the first six months of the year, the airfreight forwarding market grew by 26%, a “much faster pace” than sea freight which grew by a “still strong” 10.3%.

“Strong recovery in the forwarding market has been built on a base of financial support packages implemented throughout 2020 and the reopening of economies which boosted consumer demand in H1 2021,” Ti said.

“Rapidly recovering consumer demand promoted a surge in global

trade, resulting in very low inventory levels which shippers have been working to replenish amid a market with severe capacity constraints.

“This has led to high demand for air freight services throughout 2021 and especially in the first half of the year.”

The airfreight market also continues to benefit from improved cost-competitiveness relative to sea freight, despite historically high airfreight rates, Ti said.

IATA figures show that the average price to move air cargo was 12.5 times more expensive than sea shipping before the Covid crisis, whereas in September 2021 it was only three times more expensive.

However, Ti said that the forwarding market has of late been facing headwinds with bottlenecks and supply chain disruptions

weighing on global economic activity.

“Advanced economies have been experiencing supply disruptions throughout the year, which are likely to continue in the short-term, whereas low-income developing countries have been faced with worsening pandemic dynamics.

“These headwinds are reflected in the slowing pace of growth through the second half of 2021.”

The consultant also provided a market growth forecast running to 2025.

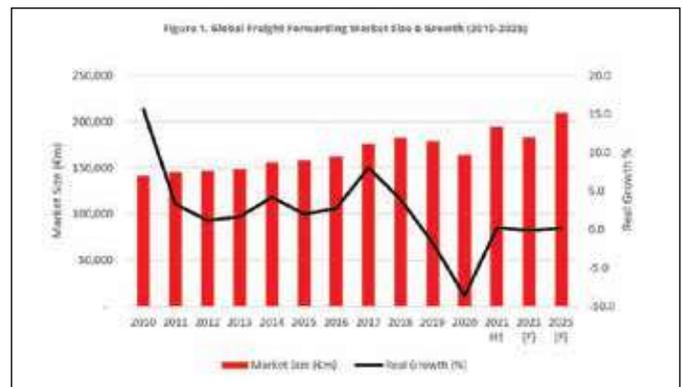
Ti expects the freight forwarding market to grow at a compound annual growth rate (CAGR) of 5.1% between 2020 and 2025.

“The growth forecast is driven in large part by the Asia Pacific and North America expansions over the period which have CAGRs of 6% and 4.9% respectively, serving to highlight the importance of those regions to the global market.

“The air forwarding market is forecast to have slightly faster growth, expanding at a 5.6% CAGR over the period, while the sea forwarding market is expected to grow slightly less quickly at a 4.5% CAGR out to 2025.”

Ti added that it expects the capacity constraints and supply chain bottlenecks that have been a feature of the global logistics market in 2021 to dissipate.

“This will result from both the above-mentioned return of demand and trade levels to historical averages, as well as a normalisation of the capacity situation on-air and sea freight markets.”



Source: Transport Intelligence

American Airlines names Robert Isom to replace retiring CEO Doug Parker



Isom, 58, has been the heir apparent since he was appointed president in mid-2016 and his selection signals that a steady hand is intended for the airline's first leadership transition in eight years

American Airlines Group Inc has announced that Doug Parker will retire as chief executive officer of American Airlines on March 31, 2022. Robert Isom, currently president of American, will succeed him. Isom also will join the airline's board of directors on that same date, and Parker will continue to serve as chairman of American's board.

"I have worked with Robert for two decades and I am incredibly pleased that he will be the next CEO of American Airlines, which is truly the best job in our industry," Parker said. "Robert is a collaborative leader with

deep operational expertise and global industry experience. His efforts to guide and support our team throughout the pandemic have been nothing short of phenomenal. We are well-positioned to take full advantage of our industry's recovery, and now is the right time for a handoff we have planned and prepared for. I feel extremely fortunate to hand the reins to this clear and capable leader."

Parker added, *"It has been the privilege of my life to serve for 20 years as an airline CEO. I am forever grateful to the American team, whose commitment to taking care of each other and our customers has never*

wavered and will continue to drive our success going forward."

Isom, who was named president in 2016, brings more than 30 years of global industry and leadership experience across finance, operations, planning, marketing, sales, alliances, pricing and revenue management.

"I am humbled to serve as CEO of American Airlines," said Isom. "Over the past several years, our airline and our industry have gone through a period of transformative change. And with change comes opportunity. Today, our more than 130,000 dedicated team members fly more people than any other U.S. airline on the youngest fleet of all the network carriers, and we are positioned to continue to lead the industry as travel rebounds."

Isom added, *"I want to thank Doug for his partnership over the past two decades. He is a leader and teacher who inspires all around him and leaves an incredible legacy in American and in our industry. Looking ahead, I am deeply honoured to be working alongside the best team in the industry and know that we will achieve great things together."*

Lead Independent Director

John Cahill said, *"The board views succession planning as one of our most important mandates, and today's announcement represents the culmination of a thoughtful and well-crafted succession planning process. Robert is an excellent team builder who has worked to bring people together throughout his career. He is the right leader to carry American forward into its next period of growth."*

Cahill concluded, *"Over the span of his 35-year career, Doug has been an architect and advocate for a more vibrant, resilient and secure aviation industry. At American, Doug has overseen unprecedented investment in our team and our product and set the standard for servant leadership, tirelessly championing our people and establishing an accessible and inclusive culture. We look forward to continuing to benefit from Doug's sound judgement, deep industry knowledge, persistence and optimism as chairman of our board."*

Chapman Freeborn opens Moscow office and appoints Maxim Tsarev as Director-General, Russia



Global aircraft charter specialist Chapman Freeborn, part of the Avia Solutions Group, opens the Moscow office to support growth and expansion plans in response to the fast-developing Russian market. Chapman Freeborn has appointed Maxim Tsarev as Director-General, Russia to lead the business in this new territory.

Eric Erbacher, Chapman Freeborn CEO says:

“Russia is a fast-developing market and is economically growing. Traditionally the main industries have been oil and gas, mining and machine manufacturing. We see aircraft

building, aerospace production and tech as growing industries, as well as automotive and transport. The move to open an office in Moscow is part of our long-term growth and expansion plans. Having Chapman Freeborn positioned in Moscow will allow us to far better work strategically with freight forwarders and support these growing markets with our product offering.”

Tsarev joins the business following 10 years at DSV Global Transport and Logistics, where he progressed to the position of DSV Air & Sea Russia Deputy, Managing Director.

Maxim Tsarev comments:

“I have always found the air

freight and aviation part of transport and logistics the most exciting and interesting. It is fast-paced and dynamic, and you can see instant results from air transport. When the opportunity arose for me to join Chapman Freeborn, I jumped at it – to be involved from the start, with the new office opening here in Moscow, and the chance to develop and lead the strategy for the Russian market is an exciting challenge.”

Chapman Freeborn Russia will focus on three key product areas: Cargo, Passenger and Private Jets and OBC (On-Board Courier).

“The OBC (On-Board Courier) product offering I think will be the most interesting”, Maxim says, “ This is new to the Russian market and something that Chapman Freeborn Russia can offer as a stand-alone product.” There is huge potential for us here, and to have the backing of Avia Solutions Group and the fleet of aircraft from across the group to call upon only enhances our offering.”

Maxim is leading a newly recruited team that he has put in place: Andrius Butkus OBC Director, Roman Vorobyev PAX Director and Vladislav Volzhanin Cargo Director. *“Chapman Freeborn and Avia Solution Group have been very welcoming to me and the new team, it is important for me to work with good people – here I have found perfect people, a big family with many opportunities ahead.”*

Eric Erbacher, Chapman Freeborn CEO comments:

“I wish Maxim and his team every success with this new venture for Chapman Freeborn, I have every faith that his experience and knowledge of the market will benefit the business and allow us to expand and meet our growth targets.”

Chapman Freeborn appoints Malcolm Dsouza as Director, India



largest freight forwarder in the global market. He also has over 18 years of experience working with international airlines, 10 of which were in senior management roles in their cargo divisions.

Based in the Chapman Freeborn Mumbai office, Malcolm's focus is to develop the business into the leading charter broker company in India. He plans on gaining a strong and comprehensive understanding of customers' requirements, and further

building upon the solid cargo and passenger brokerage teams to service these needs.

Malcolm explains,

"India is one of the biggest markets in the world. There is so much potential for growth here and I look forward to strategizing how we can expand in this market, including new areas for us, such as private jets and group passenger travel." Malcolm will be reporting to Sharon Vaz-Arab, IMEA Regional Director.

Sharon commented,

"We are delighted to welcome Malcolm to Chapman Freeborn. His decades of experience in logistics and aviation will be integral to our growth in India, as we optimise on existing markets and discover the potential of new ones." *"Under the leadership of Malcom, we plan to expand our Chapman Freeborn footprint in India on the Cargo, Business Aviation and ACMI verticals. "I have every confidence that Malcolm will help the business grow into its next phase."*

Chapman Freeborn, the global air charter specialist and part of Avia Solutions Group, has appointed Malcolm Dsouza as its new Director, India. Malcolm joins the business following over 10 years at Jeena & Company, India's

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ACL Airshop Appoints James W. Harris as Chief Financial Officer



Steve Townes, CEO of **ACL Airshop**, said: “Jim Harris brings decades of sophisticated strengths in both finance and corporate leadership to our aggressively growing enterprise. He will be a key contributor to our high-performance culture and our financial disciplines. Accelerated growth requires solid financial structure, astute analytical support, and rigorous reporting rhythms.”

ACL Airshop owns, maintains and leases more than 60,000 Unit Load Devices (ULDs), including air freight pallets and containers, issued from 55 airport hub locations across North America, Europe, Asia Pacific, the Middle

A **CL Airshop**, a global leader in air cargo Unit Load Device (ULD) logistics solutions to over 200 airlines, air cargo carriers, and other transportation clients, announces the appointment of **James W. Harris** as **Chief Financial Officer**.

Harris has an extensive background in financial leadership, mergers & acquisitions, capital markets, and enterprise management.

- He began his distinguished career as a Certified Public Accountant (“CPA”) for over nine years with the «Big Four» firm of **Price Waterhouse**. He rose in management there and leveraged his decade of public accounting and tax expertise to industry roles.

- Harris was Chief Financial Officer (“CFO”) of Forum Energy Technologies which he helped grow from \$25 Million in revenues to \$1.7 Billion through

organic growth and more than 20 acquisitions. The forum was initially backed by private equity, and Harris was a key leader in taking it public on the New York Stock Exchange (“NYSE”).

- He accomplished similar successes as CFO of Pacific Drilling S.A., where he restructured \$1.2 Billion of secured bonds, placed \$50 Million in revolving bank credit, and closed a major merger with Noble Drilling—all while managing the day-to-day finance, accounting, and strategic planning of that substantial enterprise.

Harris holds a Bachelor of Science degree in accounting from Brigham Young University, a Master’s Degree in accounting & taxation also from Brigham Young; and a Master’s Degree in business administration (M.B.A.) from Rice University.

East and Latin America. ACL Airshop’s robust growth in recent years builds on the company’s 38-year heritage as an air cargo equipment and logistics specialist. Its worldwide services network has expanded from 23 airport hub locations in 2016 to 55 at the latest count. Today, the company maintains the largest independent inventory of **lease-ready** ULD assets in the industry for *short-term solutions* and also has an array of **longer-term ULD Management** contracts. The company is deploying innovative logistics technologies such as the award-winning App “FindMyULD” which yield better fleet efficiencies and operational cost savings for customers. **ACL Airshop** was first-in-market among its competitive class to offer Bluetooth tracking & tracing of air cargo pallets and containers.

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