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CARGO NEWSWIRE

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Record cargo traffic at **BUD Cargo City** in November

Turkish Cargo carries Covid 19 vaccines via its cross-continental air bridge

Air Canada Operates 4000th All Cargo Flights

MIA on pace for record year in Cargo

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Emirates SkyCargo helps family business bring premium seafood to discerning customers.

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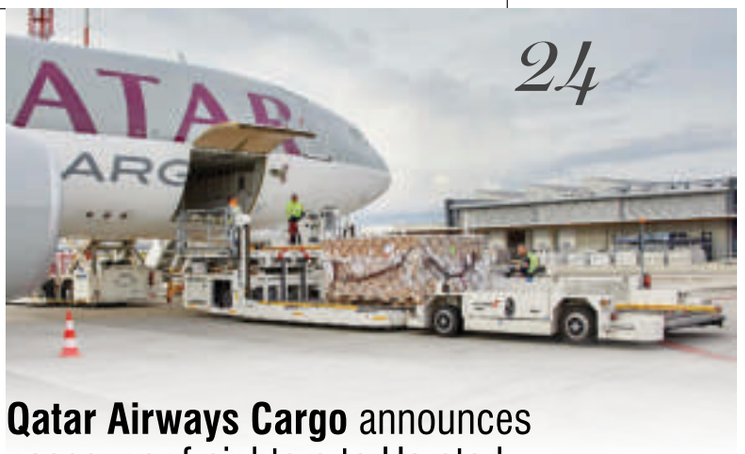

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DEVENDER GROVER

EDITORS LETTER

November & 1st half December: air cargo rates rising faster...

Nearing the end of 2020, the world looks back at a year like no other in most people's memories. Air cargo was no exception: the usual trends, established over many years, were no guidance at all for what actually happened. Volatility, both in volumes and in rates, has been the order of the day in many markets in 2020.

November saw a worldwide volume drop of 12.6 year-on-year (YoY), a decrease percentage which has more or less become the norm in the second half of 2020. This was coupled with the strongest YoY rate/yield increase (in USD) since the crazy months of April and May: + 79 YoY, an increase substantially higher than in the previous months. Yields/rates in November are usually about 4 above those in October; this year the increase was 11.2 , from USD 2.97 to USD 3.30 (volume was down by 2 MoM). We already reported on this trend in our recent weekly updates.

Asia Pacific was the only origin region growing its air cargo business between October and November (by 3.2). Remarkably, yields/rates from Africa and MESA (Middle East & South Asia) dropped MoM. Not surprisingly, given the large orders of 'PPE-goods', shipments above 5000 kgs grew YoY, whilst all smaller weight breaks lost between 16 and 29 YoY. The grimmest November statistic was this one: the transport by air of human remains grew by 8 YoY...

Overall capacity went up by 1 from October to November: freighter capacity decreased by 1 MoM, whilst cargo capacity on passenger aircraft went up by 3 . Load factors on passenger aircraft increased by 1 -point, and on freighter aircraft decreased (slight drop of 1).

Calling the air cargo market hot, would probably be the understatement of the year. The usual trends from the pre-COVID days seem to have become just faint memories. Have a look at the November yields/rates for some of the largest markets in the world:

- Highest average: Hong Kong to USA Midwest: USD 6.88/kg
- Highest percentual YoY increase: United Kingdom to USA North East: +289
- Highest absolute change YoY: China East to USA Midwest: +USD 3.43
- Highest percentual change vs October 2020: South Korea to Germany: +58 .

With all the changes this year, one thing that hardly changed was the traffic pattern of airlines. As a percentage of their total business, traffic originating in, or destined for, their respective home bases, just went from 40 to 39 since November 2019. Airlines based in Asia Pacific continued to score highest on "home-grown/home-bound" volumes (changing from 56 to 58), while airlines based in MESA further improved their position as the "champions of third-country traffic" (from 28 to 25).

The fate of each region's top-3 origins in 2020 could hardly have been more varied. Of the 18 cities we reviewed, three increased their business in spite of the severe worldwide drop: Shanghai, Bogota and Santiago de Chile. The other 15 lost business, but in very different measures. For

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cities like Cairo, London and Mumbai, it must have come as a shock to their systems to see that business originating with them decreased by so much more than the worldwide average of 16 (Jan-Nov 2020). But in this uncommon year, volume changes are almost the minor part of the story. Take the case of Chicago: outbound business dropped by 9 (Jan-Nov YoY), but generated 10 more revenues for the airlines. At the same time, airline revenues from inbound traffic to Chicago increased by an incredible 92 YoY. Can things get any stranger?

Last, but not least, the preliminary figures for the first half of December. Worldwide volume was 2 higher compared with the first half of November, showing a better MoM trend than the trend from October to November. Origin regions with the highest volume increase were Africa (+21) and Central & South America (+8). Load factors show a consistent, though small, increase since the beginning of November. Worldwide average yields/rates (per kg) reached a level of USD 3.32 in the second week of December, two cents above the November-average.

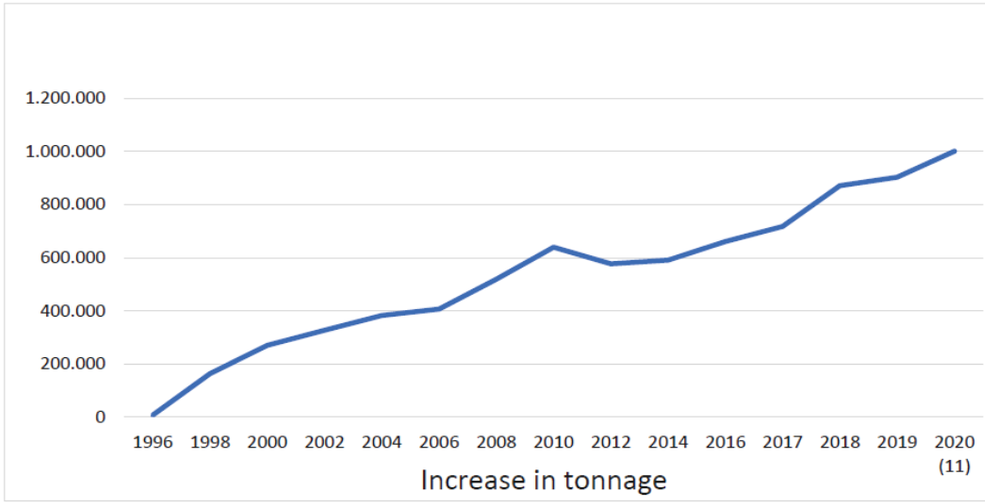
EDITORS LETTER

Liege Airport reaches 1 million tonnes transported

istoric and symbolic day for Liege Airport : the milestone of 1 million tonnes transported was reached with the landing of a plane from the Russian company AirbridgeCargo chartered by the Chinese company HongYuan and handled by the French company WFS and the Belgian company Belgium Airport Services (BAS). This international logistics chain is a fine example of the development of Liege Airport.

Since 1996, with the arrival of the first carrier Cargo Airlines (CAL), the airport has focussed its strategy on "full cargo", which involves working with airlines that carry only cargo on their planes. The arrival of TNT in 1998 was at the roots of this development and, since then, many companies have joined Liege Airport, as Luc Partoune, CEO, explains: "In 1996, we transported just under 8,000 tonnes. The figure of 1 million tonnes shows how far we have come since then with an almost equal distribution between import and export. This is the result of the work of our entire cargo community and I would like to thank and congratulate our staff and all our partners once again".

Increase in tonnage at Liege Airport between 1996 and 2020



A WORLD-SCALE VILLAGE

In addition to the European network TNT, which has been gradually consolidated, its intercontinental connections now make Liege Airport an essential hub for many operators: "We connect more than 250 airports around the world with Fedex, Qatar Airways, Ethiopian, AirBridgeCargo, CAL, Astral, Air China Cargo, SF Express, Icelandair and others. Liège has become a world-scale village for all high-value goods that must travel quickly and far. The development of the airport is carried out entirely in compliance with the regulatory framework (PDLT), which is determined by the Region", adds Luc Partoune.

WE ARE ON

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Air France KLM Martinair Cargo (AF KLM Cargo) has said it is set to strengthen its position in the German market.

Air France KLM Martinair Cargo to enhance service proposition in the German market

The carrier's comments come as Swissport — its ground handler in Frankfurt — commenced operations at its new cargo facility at Frankfurt Airport recently.

GertJan Roelands, senior vice president of sales and distribution at AFKLMP Cargo, said: "Germany is a strategic market for Air France KLM Martinair Cargo. We are continually striving to enhance our product proposition to assure our customers of the best possible service. Together with Swissport, we will be taking the next step in achieving this ambition."

Peter Visser, director for Germany and Austria at AF KLM Cargo, added: "We congratulate Swissport on the opening of this ultramodern warehouse. Together, we are ready for a future in which we will offer customers extensive capabilities, including the transportation of Covid-19 vaccines."

This new strategic handling hub offers the following features: -

COOL – a large, state-of-the-art pharmaceutical centre:

- Three gates that enable direct delivery to the pharmaceutical centre;
- **Storage area:** o Range +2°C to +8°C: 2 x 260 m2; o Range +15°C to +25°C: 1,300 m2;
- **Active container capacity:** o Approx. 30 plug-in stations with separately fused, high-voltage connections;
- Restricted goods (DG) with temperature requirements;
- ULDs are built in a temperature-controlled area at +15°C to +25°C. Ø

GREEN – a well-devised sustainability concept:

- Solar cells on the roof: the capacity of approx. 1.5 million kWh per year;
- E-fleet (forklifts etc.);
- E-charging stations in the parking lot. 1/2

FAST – a slot management system with efficient shipment delivery/collection:

- Delivery slot allocation, avoiding peaks and waiting times;
- Transparency by way of live information;

- Standardised and uniform processes.

Air France KLM Martinair Cargo is preparing itself, together with other directly involved partners, for the future transport of Covid-19 vaccines. This includes expansion of handling facilities, improved monitoring and intervention management, strategic partnerships with pharmaceutical container suppliers and many more activities. We have created a Covid-19 Task Force to ensure that we can successfully execute this logistics challenge from an airfreight perspective.

Air France KLM Martinair Cargo also said it is preparing for the transport of Covid-19 vaccines with the expansion of its handling facilities, improved monitoring and intervention management, and partnerships with pharmaceutical container suppliers.

"We have created a **Covid-19 Task Force** *to ensure that we can successfully execute this logistics challenge from an airfreight perspective," the carrier said.*

With the new building, Swissport increases its handling capacity by about 50 compared to the former facility at Frankfurt's Cargo City South logistics district.

The facility includes a pharma center covering 1,560 sq m, expanding the space reserved for temperature-controlled shipments by a factor of seven.

It offers 1,300 sq m for shipments that require a 15°C to 25°C storage temperature and 260 sq m for pharmaceuticals in the 2°C to 8°C range. An additional 2,400 sq m of office space will be available for the head office of Swissport Cargo Services Germany and administrative and operational roles.

Leipzig/Halle Airport

continuing double-digit growth for freight volumes – a new record set in October

Freight volumes at Leipzig/Halle Airport (LEJ) are continuing to grow at double-digit rates. Europe's fifth-largest cargo airport, LEJ, set a new record for air freight volumes in October. Related to the same month in the previous year, freight volumes increased by 10.9% to a figure of 124,881 tonnes. The number of cargo flights increased by 8.7% to 4,501 compared to October in the previous year.

ir cargo volumes grew by 8.4% to more than 1.11 million tonnes during the first ten months of the year. As a result, air cargo volumes at LEJ are growing far above the average figures and in contrast to the negative trend elsewhere in Germany.

LEJ: Amazon Air

Amazon Air opened its first regional air cargo center in Europe at LEJ at the beginning of November. The company is using a newly constructed freight facility measuring 20,000 square meters with direct access to the apron area.

LEJ: Prepared to handle vaccines

LEJ offers its customers CEIV Pharma certification. The airport can handle temperature- and time-critical pharmaceutical shipments like vaccines round the clock. PortGround GmbH is responsible for this. It is a subsidiary of Mitteldeutsche Flughafen AG and specializes in handling aircraft and cargo. The airport's refrigerated warehouse is located in the World Cargo Center (WCC). It has direct access to the apron area. This guarantees short transport routes and stable refrigerated chains to and from aircraft and trucks.

LEJ: the DHL hub

DHL Express operates its largest hub anywhere in the world at LEJ. As many as 2,000 tonnes of goods are handled here every day. LEJ is also the home base airport for AeroLogic, a joint venture involving DHL Express and Lufthansa Cargo.

The airport launched a revised planning procedure

involving funds worth about EUR 300 million this year. The airport submitted the documents necessary for this to the responsible planning authority, the Saxon regional directorate, in August. These plans envisage enlarging the apron areas in the DHL hub zone to create additional parking spaces for aircraft.

LEJ: Cargo-friendly airport

With as many as 1,000 cargo flights a week, the air freight hub at Leipzig/Halle guarantees reliable logistics and supply chains for flows of goods within Europe and around the globe. The airport also offers multimodal transport connections. LEJ has direct links to the trans-European motorway and railway networks in both a north-south and east-west direction. Among other things, this enables trucks to reach 15 European countries from LEJ within eight hours.

The airport handles the complete portfolio of products along supply chains for freight forwarders, charter brokers, and airlines 24/7. All kinds of air cargo and freight planes can be handled at LEJ 365 days a year-round the clock.

This not only includes general and outsize cargo, but also pharmaceuticals and e-commerce shipments as well as large live animals and consignments of hazardous goods.

Overall, about 60 cargo airlines fly to the airport and serve a network of routes that involves more than 280 destinations around the world. Freight volumes at Leipzig/Halle Airport amounted to approx. 1.24 million tonnes in 2019.

Swissport grows its presence in **Saudi Arabia**

Swissport International has added Al-Qassim to its growing network in the Middle East. Last week, **the first flight** of Pakistan International Airlines has been handled successfully at Prince Naïf Bin Abdulaziz International Airport (ELQ) in Central Saudi Arabia.

With the handling of a first Pakistan International Airlines flight arriving from Multan, Pakistan, Swissport has added Al-Qassim International Airport, Saudi Arabia, to its growing network in the Middle East. The global leader for airport ground services and air cargo handling offers passenger and ramp services to the Pakistani flag carrier. Initially, Swissport will handle one weekly flight each to Multan and Islamabad operated with an Airbus 320 aircraft. These volumes are planned to grow as international flights are returning to Saudi Arabia.

"We are delighted to provide our quality aviation services to Pakistan International Airlines and are honored by their trust in us," says **Gerold Tumulka, CEO of Swissport Middle East.**

"Al-Qassim is our fourth airport in Saudi Arabia and further grows Swissport's position as a high-quality service provider on the Arabian Peninsula."

Prince Naïf Bin Abdulaziz International Airport at Al-Qassim is located 350 km north of Riyadh, between the cities of Buraydah and Qassim. The region is one of the top 3 agricultural areas and production facilities in Saudi Arabia. Many workers from South Asia will benefit from the new direct flights. In 2019, more than two million passengers have been served at Al-Qassim, some 70 per cent of them bound for international destinations.

Swissport has been present in Saudi Arabia since 2016 when it started its operations in Riyadh and Jeddah. Dammam joined the network in 2017. Swissport has since gradually developed its business from a greenfield start-up into an established organization with a broad customer base of regional and international carriers.

Besides Saudi Arabia, Swissport Middle East is also operating in Oman together with its partner Al Jarwani Group, which holds 30 of the joint venture. Since the start of operations in 2017, Swissport Oman has also rapidly grown its customer portfolio, which currently includes renowned regional and international carriers.

Since the 3rd week of March 2020, Air France KLM Martinair Cargo has made every effort to maintain its global airfreight network, helping to keep vital supply chains in place. This has always been essential, but even more so since the outbreak of the Covid-19 pandemic, ensuring that healthcare facilities, as well as private citizens, have access to medicines, medical equipment, personal protective equipment (PPE), and other critical products. Approximately 6,000 cargo-only flights have been carried out in recent months. Air France KLM Martinair Cargo is currently operating services to more than 100 long-haul destinations.

Air France KLM Martinair Cargo ready to distribute Covid-19 vaccines

One of the next logistical challenges will be the global distribution of the Covid-19 vaccines. Earlier this week, the American pharmaceutical giant Pfizer, together with German partner BioNTech, announced great success in the first interim analysis from the Phase III study of its Covid-19 vaccine candidate.

In terms of volume, distributing the vaccines will be an unprecedented logistical operation. Initial expectations are that around 15 billion vaccines will need to be distributed worldwide. Many of these will also need to be distributed at very low temperatures. The Pfizer vaccine must be kept deep-frozen (at -70 degrees Celsius). Others will need to be distributed at a constant temperature of between +2 and +8 degrees Celsius. This means that logistical solutions will be essential to maintain quality throughout the vaccine distribution chain.

Senior Vice President Sales & Distribution Air France KLM Martinair Cargo GertJan Roelands: "Air France KLM Martinair Cargo has years of experience with temperature-controlled transportation of pharmaceuticals and was the first airline group to be CEIV certified by IATA. The distribution of Covid-19 vaccines poses specific challenges in terms of volume, transportation requirements, and security. To be fully prepared for this we started a Covid-19 Vaccine task force four months ago. This task force represents all the relevant Air France KLM Martinair Cargo departments. Our teams have been working on an extensive action plan. For example, at our Schiphol Pharma Hub, we opened up a 1,118 m3 Climate Controlled storage facility a few months ago and we are building an additional 2,061 m3 additional Cool Room. At our Charles de Gaulle Pharma Hub, a new Climate Controlled storage area is about to be finished. We also introduced Hybrid and Advanced Passive Solutions that will be used to transport the vaccines, on top of the existing full range of Active Containers. Along with many other initiatives, extra monitoring and intervention management have also been implemented."

Executive Vice President Air France-KLM Cargo Adriaan den Heijer: "We believe that cooperation and building communities around the upcoming global vaccine distribution are essential. We've established partnerships with many of the parties in the logistical chain, including forwarders, trucking companies, container providers, airports, cargo/logistical associates, pharmaceutical companies, and healthcare-related institutes and authorities. We believe that strong cooperation between partners will be essential to successfully execute this logistical challenge."

Together with Air Cargo Netherlands (ACN) and Amsterdam Airport Schiphol and with Aéroport de Paris (already two leading European Pharma hubs), we've established two task forces to fully prepare both airports communities for upcoming vaccine transport operations.

Adriaan den Heijer: "In recent weeks, we successfully shipped the first Covid-19 vaccines. Air France KLM Martinair Cargo is ready for this logistical challenge, ready to deliver coronavirus vaccines to the Netherlands, to France, and many other countries around the globe."

CARGO AIRPORT

Amazon Air launches operations at Leipzig-Halle Airport

mazon Air has taken up its operations at its first-ever regional air hub in Europe this month at Leipzig/Halle Airport, Germany. The new 20,000 square meter cargo facility allows for more flexible delivery options. The new operations expand the regional business of Amazon Air to reach out to customers throughout Europe. The facility is creating more than 200 jobs in the community.

Goetz Ahmelmann, CEO Mitteldeutsche Flughafen AG: "We are delighted to have won another well-known logistics company for Leipzig/Halle Airport. Leipzig/Halle is a very special hub in European freight traffic for Amazon Air. We have scored points in Central Germany with our exceptionally good infrastructure and our recognized expertise in air freight. Leipzig/Halle is already number two in the German airfreight business and number five in Europe. We will invest heavily to expand our position. This will benefit the region, but also the whole of Germany as a business location".

It has long been expected that Amazon would launch its dedicated airline in Europe, especially since it announced plans to open an air hub in Leipzig.

The e-commerce firm has also been known to have been working with ASL over recent years, as well as DHL, which uses Leipzig as one of its hubs. The facility is creating more than 200 jobs, adding to the more than 1,500 jobs the company already offers in Leipzig. Amazon has been operational in the Leipzig region since 2006.

The two new aircraft will join Amazon's existing fleet of more than 70 aircraft operating within Amazon Air's global dedicated air cargo network by end of the year.

In addition to customer deliveries, during the global pandemic, Amazon Air also helped transport essential Personal Protection Equipment (PPE) for Amazon associates throughout Europe, including 29m masks, 100,000 thermometers, and 3m gloves to distribute to Amazon associates in Europe.

FCS Frankfurt Cargo Services receives another important pharma certification

ust a few weeks after successfully concluding its IATA CEIV certification, FCS Frankfurt Cargo Services has now also officially received EU "good distribution practice" (GDP) certification for medical products for human use. This marks another important step in the company's expansion of pharmaceutical logistics activities and ramping up preparations to handle sensitive coronavirus vaccine consignments.

Unlike CEIV certification, which relates exclusively to airfreight, GDP certification is independent of airfreight. It involves checking the quality of the distribution chain for medical goods and ensuring that they are intact all the way from the producer to the end customer according to EU standards.

Claus Wagner, Managing Director of FCS, believes certification is especially significant in light of the growing importance of pharmaceutical logistics. "FCS can offer its customers the very highest, safest and most secure standards for pharmaceutical handling. In our role as a cargo handling company located at the airport, we act as an important interface between air and ground transport with our special warehouses and transshipment processes."

"We are very proud to have received our GDP certification after having also achieved the CEIV certification recently. FCS is now able to distinguish itself from other service providers. Despite the challenges of this year, my team has been working diligently to ensure FCS is well prepared for pharma handling now and into the future. Our airline customers, as well as the manufacturers and distributors of pharmaceutical products, can plan with confidence that the quality and integrity of their shipments will be maintained throughout the whole FCS supply chain process," says Markus Schneefuss, Director of Operations at FCS.

A subsidiary of Worldwide Flight Services (WFS), the world's largest airfreight handling company, FCS and its GDP certification fit into the "Project Coldstream" initiative just recently launched by WFS, which focuses on coordinating worldwide transportation of large delivery quantities of vaccines to fight the COVID-19 virus. According to the International Air Transport Association (IATA), the industry expects these deliveries to amount to the largest volume of airfreight involving a single item ever transported.

The fact that FCS has GDP certification is highly important to Frankfurt Airport, too. With this certification, the company is making a valuable contribution to helping the site prepare optimally for the coming situation.

Swissport Demonstrates handling of a **Covid-19 Vaccine** at its **Brussels Pharma Center**

In preparation for the global distribution of Covid-19 vaccines, Swissport puts facilities and processes to the test. Today, our cargo team in Brussels demonstrated its ability to handle temperature sensitive air cargo in a dry-run under real-conditions and under the eyes of experts and trade reporters at our state-of-the-art Swissport Pharma Center.

wissport around the world is busy establishing operational readiness for the handling of highly temperature-sensitive vaccines. Vaccines and indeed many pharmaceuticals require rigorous temperature control throughout the entire supply chain. While some types Covid-19 vaccines might only call for temperatures around -20°C or in a range from 2°-8°C, others will likely require extremely low temperatures in the range of -70°C. In collaboration with Brussels Airport, Air Cargo Belgium and Hazgo, Swissport demonstrated its ability to handle highly temperature-sensitive air cargo at its state-of-the-art 3,620 sqm Pharma Center in Brussels. Two separate shipments were delivered to the facility, which is part of an end-to-end cool chain. One shipment arrived in a container cooled to -70°C, while the other shipment was transported in a more conventional 2°-8°C temperature range. Swissport's top-notch infrastructure, combined with know-how regarding dry-ice handling, allows for a seamless temperature-control throughout the entire airport handling process, from the acceptance at the cargo warehouse to the transport on the apron with special vehicles and right into the aircraft.

Today's demonstration shows that, thanks to the successful and long-standing collaboration with our airport partners, Swissport is ready to play its part in the logistical challenge to globally distribute a Covid-19 vaccine," says **Koen Gouweloose, Head of Swissport Cargo Services Belgium. "We are ready."**

Of 115 cargo warehouses which Swissport runs around the globe, 72 are equipped with temperature-controlled facilities. At this time, 13 Swissport facilities are certified under the IATA Center of Excellence for Independent Validators (CEIV) Pharma standard, the British MHRA (Medicines and Healthcare products Regulatory Agency) and other recognized organizations.

We have been investing heavily in infrastructure and services for pharmaceutical air cargo over the past few years, which is exemplified by our state-of-the-art Swissport Pharma Centers at multiple locations across the globe. We are very proud that Swissport is able to play a leading role in airport logistics for the distribution of a Covid-19 vaccine," says **Hendrik Leyssens, VP Global Operations - Cargo at Swissport.**

Swissport opens brand new **Air Cargo Warehouse** and **Pharma Center** at **Frankfurt Airport**

Swissport has opened a brand-new air cargo facility at Frankfurt Airport today. The 17,000 sqm warehouse with an integrated Swissport Pharma Center is equipped with state-of-the-art handling technology and has direct tarmac access. An automated material handling system ensures efficient air cargo handling and storage while the FAIR@Link slot booking app controls the access of trucks and optimizes workflows.

Swissport Cargo Services Germany has started operations at its brand new 17,000 sqm facility at Frankfurt Airport. With the new building, Swissport increases its handling capacity by about 50% compared to the former facility at Frankfurt´s Cargo City South logistics district. The integrated Swissport Pharma Center covers 1,560 sqm, expanding the space reserved for temperature-controlled shipments by a factor of seven. 1,300 sqm are dedicated for shipments which require a 15°C to 25°C storage temperature, 260 sqm are available for pharmaceuticals in the 2° to 8°C range. An additional 2,400 sqm of office space will be available for the head office of Swissport Cargo Services Germany and administrative and operational roles. The building will also be home to the operations offices for Air France-KLM, Swissport's main customer in Frankfurt. The warehouse, locally known as FRA544, was built in time in less than a year after the ground breaking in November 2019.

The additional space and the prime location of FRA544 enables Swissport to expand its customer portfolio and handle the anticipated increase of freight volumes for standard cargo and pharmaceuticals, including a COVID-19 vaccine which is expected to enter global distribution in the coming months.

"We are delighted to service our customers at this state-of-the-art facility, which adds to our global network of 115 warehouses and 14 Swissport Pharma Centers", **says Rudolf Steiner, Head of Cargo for the EMEA region.**

Swissport has signed a long-term lease agreement for the new location and has invested heavily in digitalization and equipment, including an all-electric powered fleet of ground service vehicles for the handling of shipments inside the warehouse. To raise the efficiency of the handling processes, unit load devices (ULD) are stored and retrieved by an automated material handling system (MHS) with a storage capacity of 115 main deck ULDs. The photovoltaic system on the roof of the building is the largest of its kind at Frankfurt Airport. It feeds more than 1.5 million kWh of sustainable solar energy per year, making it one of the most sustainable airport buildings.

"The combination of sustainable infrastructure, innovative technologies and digitalized processes ensures we are optimally positioned for the future," says Henning Dieter, Head of Swissport Cargo Services Germany. *"I am very proud of this joint achievement, which will greatly benefit our customers and our employees."*

To guarantee the efficient and automated handling of trucks delivering and picking up goods, Swissport relies on the "slot booking procedure" of FAIR@Link. It will make sure Swissport receives information about planned truck deliveries and collections with more lead time and improved accuracy. This allows for efficient resource planning, helps avoid peaks and mitigates the risk of congestion at the counters and ramps. FAIR@Link will in future also support Swissport with regards to the management of empty ULD and road feeder services (RFS / trucking).

TURKISH CARGO

strengthens its presence in Budapest with Scheduled Cargo Flights

ENJOYING THE WIDEST DIRECT CARGO FLIGHT NETWORK IN THE WORLD, THE GLOBAL AIR CARGO CARRIER, TURKISH CARGO CONTINUES TO INCREASE THE NUMBER OF DIRECT FREIGHTER-ONLY DESTINATIONS.

Having an attractive location from the viewpoint of the logistics and trading companies, Budapest (BUD) became the main hub for Turkish Cargo with the newly established Eastern Europe Regional Directorate office here. This Regional Directorate Office coordinates the cargo sales activities of 21 countries based in Budapest. Additionally, along with long time great co-operation with Budapest Airport, Turkish Cargo has enhanced the service quality and demonstrated a sustainable achievement thanks to its mission, namely, "Raising the Bar", Turkish Cargo expands freighter capacities at BUD in winter season 2020 by launching 4th frequency with A330 Cargo Aircraft as of November 8th.
As one of the most prominent cargo airlines in terms of network growth, Turkish Cargo serves 43 countries/120 destinations (31 direct cargo) throughout Europe.

Flight schedule as of 8th November (LMT):

FLIGHT NUMBER	DY	ORIGIN	DEST	DEPARTURE	ARRIVAL	AC/TYPE
TK6391	..3...	BUD	ISL	07:55	11:50	33X
TK6387	...5..	BUD	ISL	09:20	13:15	33X
TK6389	.....6.	BUD	ISL	22:45	02:45	33X
TK6282	7	BUD	ISL	21:30	01:30	33X

light schedule as of 8th November (LMT):
Adding its 95th destination to its list of direct cargo flights destinations operated with freighters, Turkish Cargo, the fastest-growing air cargo brand in the world, offers the largest air bridge thanks to its fleet of 365 aircraft, 25 of which are freighters, as well as its extensive flight network reaching more than 300 destinations in 127 countries.
Turkish Cargo aims to develop its activities in air cargo transportation by achieving sustainable growth with its infrastructure, operational capabilities, fleet, and specialized crew and teams.

Sheremetyevo Handles **226,000** Tonnes of Cargo and Mail in Nine Months

heremetyevo International airport handled approximately 205,000 tonnes of cargo and 21,500 tonnes of mail in the first nine months of 2020, retaining its position as the largest air cargo hub in Russia and is the leader in cargo traffic among the Moscow Air Transportation Cluster airports with a 70.8% share.

Moscow Cargo LLC handled 50% more imported medical cargo from April to September than during the same period in 2019.

These volumes were achieved despite a significant reduction in routes and a decrease in the number of passenger flights associated with the COVID-19 pandemic.

Total cargo volume through Sheremetyevo decreased by 12.4% during the first nine months of 2020 compared to the same period in 2019. At the same time, owing to the decrease in international cargo transportation in that period (-16.8% compared to the previous year), while the volume of domestic flights remained at the level of 2019 (+ 0.3%).

Before the COVID-19 pandemic, the bulk of cargo at Sheremetyevo Airport was carried on passenger flights, with cargo airlines handling about 30% . With the decrease in passenger traffic, more than 70% of the airport's cargo turnover in the second and third quarters of 2020 was from cargo flights and cargo-only flights. The airport was able to offset the decrease in the number of international passenger flights by interacting effectively with cargo existing carriers and attracting new airlines operating cargo charter flights.

The flow of international transfer cargo via passenger aircraft decreased by 62.8% in the first nine months of 2020 compared to the same period in 2019, while the volume of imports on international airlines increased by 14.9% . This was primarily due to an increase in the volume of medical goods delivered to Russia. From April through September, Moscow Cargo handled about 12,000 tonnes of imported medical cargo, 1.5 times more than for the same period last year. The volume of exports increased by 1.5% in the first nine months of 2020 compared to 2019.

Domestic airlines experienced a 16.8% decrease in transfer traffic, while imports on domestic carriers increased by 18.6% . The volume of export cargo on domestic airlines remained at the level of 2019.

The main international destinations, which accounted for about half of the total cargo traffic, were Germany, China, the Netherlands, South Korea, and the USA.

The main domestic cargo destinations were the Far East cities of Vladivostok, Khabarovsk, Petropavlovsk-Kamchatsky and Yuzhno-Sakhalinsk, as well as Krasnoyarsk.

The largest volume of export and transit cargo transportation in the third quarter was for Frankfurt (FRA), Shanghai (PVG), Vladivostok (VVO), Khabarovsk (KHV), and Amsterdam (AMS).

The largest volume of import and transit cargo transportation in the third quarter was recorded for Shanghai (PVG), Frankfurt (FRA), Beijing (PEK), Hong Kong (HKG), and Chicago (ORD).

Record cargo traffic at BUD Cargo City in november

CARGO TRAFFIC AT FERENC LISZT INTERNATIONAL AIRPORT IN NOVEMBER EXCEEDED THE QUANTITY RECORDED IN THE SAME MONTH LAST YEAR BY 6.3%, MAKING THE VOLUME OF GOODS HANDLED DURING THE MONTH THE HIGHEST ON RECORD IN THE HISTORY OF THE AIRPORT, ACCORDING TO A PRESS RELEASE SENT TO THE BUDAPEST BUSINESS JOURNAL.

The airport handled 13,864 tons of air cargo this November. Budapest Airport's total cargo volume during the year surpassed 120,000 tons.

Rolf Schnitzler, the CEO of Budapest Airport highlighted that this performance is attributable not just to pandemic- related shipments, changed purchasing habits, and the entire cargo community, but in particular to the EUR 50 million fully private investment undertaken by Budapest Airport into the facilities of BUD Cargo City.

József Kossuth, cargo manager for Budapest Airport, emphasized, "*Seamless cargo traffic at the airport requires many players and precise coordination. Close cooperation between shippers, forwarders, airlines, ground handlers, authorities and all colleagues working at the airport is indispensable in this process.*"

"This year was extraordinary and full of challenges for everyone. The fact that cargo traffic at Budapest Airport has remained stable in this changed environment and even showed a significant increase in November is the result of our joint work and the exemplary perseverance of the cargo community. On behalf of BUD's cargo team, I would like to thank everyone who supported air cargo in Hungary with their work," he added.

The record traffic in November is attributable to several market factors, Budapest Airport notes. The year-end peak period usually starts in October in air cargo, and intensifies from November. The record cargo volume registered last month was partly ascribable to the Black Friday sales campaign, but this year has strengthened air cargo generally, irrespective of special promotions.

Due to the restrictions introduced on account of the coronavirus pandemic, more companies are using air freight than ever and more people are choosing online shopping and delivery to their homes or to parcel lockers, the airport argues.

Throughout the year, Budapest Airport also welcomed a number of flights transporting medical equipment, helping the work of the Hungarian government together with players from the logistics sector, and ensuring that vital healthcare material, such as personal protective equipment, ventilators, other medical devices and base materials, should get to where they are needed, as quickly as possible. After the first wave of the coronavirus pandemic, preparations commenced at the BUD Cargo City to provide the conditions necessary for the transportation and storage of the vaccine.

Budapest Airport welcomed three dedicated cargo flights in 2020; Korean Air launched a flight between Seoul and Budapest, Cargolux from Shenzhen to Budapest, and an aerial connection is once again available between Zhengzhou and Budapest.

Antonov Airlines

puts giant AN225 Mriya Aircraft into commercial operation as demand for heavy lift capacity surges

THE LARGEST AIRCRAFT IN THE WORLD HAS A 250-TONNE CAPACITY AND IS READY TO HELP CUSTOMERS WITH HIGH VOLUME OR OVERSIZED SHIPMENTS AFTER ROUTINE MAINTENANCE.

Ukrainian airline ANTONOV Airlines is launching its AN-225 Mriya into commercial operation to support customers in the heavylift market, where capacity is in high demand.

The Mriya, which has onboard loading equipment, and a cabin, which can be pressurised, will compliment ANTONOV's fleet of seven AN-124s, two with a capacity of up to 150 tonnes.

Earlier in the year, the AN-225 was actively involved in delivery of humanitarian and medical cargoes and safely transported more than 1,300 tonnes of such cargoes to fight the COVID-19 pandemic.

"There is a surge in demand for AN-124 aircraft at the present time and therefore ANTONOV Airlines is doing its best to help customers in this difficult situation and support them worldwide, providing the required airlift capability," said **Andriy Blagovisniy, Commercial Director, ANTONOV Airlines.**

"Taking into consideration the current very limited availability of AN-124 aircraft on the market, we are giving priority to time-critical cargo and to give additional lifting capacity, we will enter our AN-225 aircraft into commercial operation after running routine maintenance. "We are a responsible airline and put flight safety first, ensuring the proper maintenance and airworthiness of our entire fleet, working with full technical support from holders of AN-124-100 and D-18T engine Type Certificates and conforming to our safety policy, as well as national and international regulations. "Proper maintenance and lifetime extension are important to ensure the safe operation of both the aircraft's engines and airframes."

The Mriya, meaning 'dream' in Ukrainian, has 242 world records to its name and is the only one in existence.

ANTONOV Airlines recently renewed its membership to leading international breakbulk specialist group, The Heavy Lift Group (THLG), receiving 100 of the votes from existing members.

Turkish Cargo carries **COVID-19 vaccines** via its cross-continental air bridge

Continuing its contributions to the sustainability of the global supply chain by building a global air cargo bridge all across the globe with its cargo flights, Turkish Cargo started to carry COVID-19 vaccines with its strong fleet, wide flight network, and special cargo service quality.

Offering service to 127 countries around the world, Turkish Cargo carried the COVID-19 vaccines, manufactured in China, to Brazil which is at a flight distance of approximately 17 thousand kilometers. The COVID-19 vaccines, loaded inside 7 containers equipped with dedicated cooling systems, were transported safely from Beijing to Sao Paulo, the biggest city of South America, with a connection flight at Istanbul.

By carrying pharmaceuticals to the key and certificated destinations such as Mumbai, Brussels, Istanbul, Singapore, Dubai, Basel, London, and Amsterdam, Turkish Cargo created a global pharmaceutical corridor between more than 400 destinations and maintains its commitment to transporting the COVID-19 vaccines that are ready or being developed.

Holding the IATA CEIV (Center of Excellence for Independent Validators) pharma certificate, Turkish Cargo maintains the cold chain at the optimal conditions thanks to the "TK Pharma" product which was designed for carrying pharmaceuticals at global standards. Transporting pharmaceuticals all across the globe in great numbers during the pandemic, the successful brand carried more than 40 thousand tons of pharmaceuticals, medical products, and medical equipment between January and September, and reported growth of over 50 percent for the pharmaceutical shipments during the same period.

TURKISH CARGO PROVIDED A CAPACITY INCREASE FOR THE COVID-19 VACCINE SHIPMENTS

To satisfy the increased demand for transportation of vaccines, pharmaceuticals, and temperature-controlled cargo, Turkish Cargo commissioned the temperature-controlled smart warehouse with an additional area of 1200

square meters. Additionally, having increased its capacity for the cold chain shipments by 30 percent by working with the largest suppliers of active containers in the industry, Turkish Cargo enhanced its cold chain shipment scale to 25 thousand tonnes per month thanks to the capacity to service additional 150 aircraft pallets on an instantaneous basis.

Turkish Airlines Chief Cargo Officer, Turhan Özen stated; *"We made significant contributions for the sustainability of the supply chain and enlarged our cold chain footprint all around the world thanks to the business processes we have been maintaining uninterruptedly during the pandemic. To maintain the cross-continental cold chain, Turkish Cargo offers industrial solutions such as dedicated temperature-controlled storehouses between the range of -20/25 degrees, pharmaceutical maintenance teams, active containers, and thermal carriers. Thanks to our special cargo shipments, for which we hold all global qualifications and certifications, we are ready to transport the vaccines that are ready or being developed to all across the globe."*

SMARTIST, THE KEY TRANSIT AIR LOGISTICS CENTER BETWEEN ASIA AND EUROPE

Turkish Cargo is getting ready to offer even higher standards for the pharmaceutical shipments with the certificated dedicated operation areas that will be available with SmartIST, its new mega facility located at the Istanbul Airport (IST) that covers an area of 340 thousand square meters. With an annual handling capacity of more than 4 million tonnes, SmartIST will be equipped with the receival, delivery, and operation area dedicated for the special cargo, the temperature-controlled unit devices (ULDs), an operation area of 2100 square meters isolated from the other cargo and a web-based temperature and humidity monitoring systems.

Boasting the world's widest direct cargo aircraft network, Turkish Cargo reaches over 300 destinations, 95 of which are direct cargo destinations, and offers its services 24/7 to its customers over its global network with its fleet of 365 aircraft. Turkish Cargo continues to raise its bar for success every day by combining its wide range of service and operational capabilities with the unique geographical advantage of Turkey and aims to become one of the top 5 air cargo brands in 2023.

Global air cargo brand **Turkish Cargo** chosen as the best air cargo brand of **Europe**

*The successful brand of national flag carrier Turkish Airlines, Turkish Cargo is chosen as the best cargo brand of Europe and received **"Best Cargo Airline – Europe"** award during the Air Cargo **News Awards 2020** which was organized for the 36th time this year.*

rganized on a digital platform for the first time due to the global pandemic, 12 awards met with their winners. Award winners were chosen by the votes cast by experts of the supply chain with criteria such as quality, innovation, efficiency, speed, reliability, and vision in mind, open to all sectors which offer innovative products, services, and operations that can help develop the air cargo sector further.

On the award, **Turkish Airlines Chairman of the Board and the Executive Committee M. Ilker Aycı stated;** *"Receiving the best cargo airline of Europe award, our cargo brand Turkish Cargo continues to make our country proud by maintaining a sustainable success with its air cargo operations conducted to all over the world. Despite the crises that grip the world such as the current pandemic period, Turkish Cargo continues its success story with more effective solutions by developing and using new technologies and innovative approaches. One of the significant examples of these approaches will be the SmartIST, one of the biggest and most modern air cargo facilities in the world. Located in Istanbul Airport, the facility will use technologies such as drones, robotic automation, and optimization. With its smart technology developments and digitalization works, our brand will soar to many more achievements. I congratulate our flag carrier air cargo brand and all of our employees that contributed to its success."*

TURKISH CARGO IS BUILDING AIR CARGO BRIDGES BETWEEN CONTINENTS

As the fastest growing air cargo brand, Turkish Cargo continued its air cargo operations without any interruptions during this global pandemic period and transported food, aid, medicine, masks, and medical equipment to all over the world. Carrying on its works selflessly 24/7 to maintain the global medicine supply chain, Turkish Cargo managed to carry 1 out of every 20 air cargo in the world.

TURKISH CARGO BOASTING THE WIDEST CARGO AIRCRAFT NETWORK

Boasting the world's widest direct cargo aircraft network, Turkish Cargo reaches over 300 destinations, 95 of which are direct cargo destinations and offers its services 24/7 to its customers over its global network. As the best air cargo brand, Turkish Cargo continues to raise its bar for success every day by combining its wide service range with a unique geographical advantage of Turkey and aims to become one of the top 5 air cargo brands in 2023.

Qatar Airways Cargo
Announces Passenger Freighters to Harstad - Narvik in Northern Norway

The direct flights reduce transport times for seafood exports out of the region

The route will be served by the airline's Boeing 777-300 passenger freighters

Starting 14 December, Qatar Airways Cargo will launch three times weekly Boeing 777-300 passenger freighters to Harstad-Narvik Airport (EVE) located in the Evenes Municipality of Northern Norway. The airport serves the towns of Harstad and Narvik in Nordland county.
The three times weekly freighters will depart on Mondays, Tuesdays, and Thursdays, providing over 150 tonnes of cargo capacity for exporters from Northern Norway each week. Seafood and salmon will account for the majority of exports on these flights. There will also be 50 tonnes available every week for imports from the airline's network into Harstad-Narvik Airport.

Mr. Guillaume Halleux, Chief Officer Cargo at Qatar Airways, said: *"In cooperation with NordicGSA, our dedicated GSA for Norway, we are pleased to introduce cargo capacity and support Northern Norway's seafood and salmon exporters who will benefit from direct connection to African, Asian and Middle East markets via Doha. Our state-of-the-art Climate Control Centre has dedicated storage areas for perishables transiting the hub while the use of reefer trucks ensures a seamless cool chain for all perishable shipments."*

Mr. Stig Winther, CEO at Perishable Center Nord AS, said: *"Perishable Center Nord AS is very pleased to cooperate with Qatar Airways Cargo. Operating more direct routes to and from the market will mean a lot for fresh seafood businesses from the North and quality, freshness, and competitiveness will improve. We are looking forward to starting up, develop, and together with Qatar Airways Cargo make seafood from Northern Norway more available globally."*

Mr. Martin Langaas, Director of Traffic Development and Cargo at Avinor, said: *"Our partnership with Qatar Airways Cargo has been a true success story for Avinor and the Norwegian seafood industry. With the opening of a second gateway for seafood exports, the connectivity for Norway will improve further."*

Through these flights out of Northern Norway, the airline's customers in the region benefit from reduced transport times as the shipments can be directly flown from Harstad-Narvik Airport via Doha to the main markets of Africa, Asia, and the Middle East without having to be trucked or shipped to the airline's gateway in Oslo. This is a crucial factor when transporting perishables.
The Nordics region is an important market for the airline. Its current Nordics network includes Oslo, Stockholm, Helsinki, and Copenhagen with a total weekly cargo capacity of over 2000 tonnes, seafood being the majority of exports.
The carrier's QR Fresh solution maintains all types of perishables at their optimal temperature from origin through to the final destination, preserving the quality and freshness of the food products. Amidst the global pandemic, Qatar Airways Cargo continues to operate its scheduled freighters, passenger freighters, belly-hold passenger flights, and charters globally, ensuring the continuity of global trade. The carrier has remained agile and innovative and quickly adapted to the new normal, displaying a commitment to excellence and that is one of the reasons it has become the largest international carrier and grown its market share even during the pandemic.

From Norway to India: Emirates SkyCargo

HELPS FAMILY BUSINESS BRING PREMIUM SEAFOOD TO DISCERNING CUSTOMERS

India is one of the fastest-growing markets globally for the food and beverage sector. With a young population that is increasingly well-traveled and familiar with international cuisine, there has been a growing awareness and demand in the country for quality produce and food ingredients from around the world.

In 2015, Catch of Norway Seafood, a family business based out of Bengaluru and Oslo, realized the immense potential for bringing fresh seafood from the cold waters of Norway to fine-dining restaurants and homes of customers in India. Mark Alzawahra, co-founder of the company moved to India and set up a small office in Bengaluru to import and distribute salmon and other seafood to end customers in the country.

For five years, Catch of Norway has met with success, rapidly expanded its client base by supplying to restaurants in 5-star hotels, premium, and organic supermarkets as well as leading catering businesses across more than 10 cities in India. Following on from its success in the b2b sector, Catch of Norway has now also established it's own direct to customer channels, allowing for individual customers across many cities in India to source seafood from Norway.

From its early days of setting up a business in India, Catch of Norway has had a reliable partner in Emirates SkyCargo, the freight division of Emirates. Through its cargo operations across a global network, Emirates SkyCargo helps facilitate the rapid movement of fresh seafood from Oslo to Bengaluru via Dubai.

"Our first shipment of fresh salmon was transported in 2015 with Emirates from Oslo to Bengaluru via Dubai. Emirates SkyCargo has been part of our success from the first time we imported salmon into India to this day. Emirates came highly recommended and we were already aware of the reputation of the passenger and cargo services. There is a lot of trust in the name Emirates and the organization does not disappoint," said **Mark Alzawahra, Co-Founder & Managing Director, Catch of Norway Seafood.**

"Emirates SkyCargo has the best and widest route network with multiple flight frequencies from key cities. For perishables such as premium salmon, cod, halibut, and shellfish, minimizing transport time, transit times, and turnaround times on the ground is crucial. Having multiple flights from Oslo to Dubai and onwards to Bangalore has been very important. If there are delays, there are backup flights within a short timeframe if the initial connection was missed.

"Emirates SkyCargo's teams in Oslo and Bangalore have been very responsive and supportive over the years. We imported 50 kg of fresh whole salmon and fresh salmon fillets and portions for our first shipment to India. In 2020, we were importing almost one tonne of fresh seafood from Norway every shipment, mostly with Emirates SkyCargo. Even during the COVID-19 pandemic, Emirates SkyCargo has been operating regular cargo connections to Bengaluru, helping maintain the continuity of the supply chain" added Alzawahra.

Emirates SkyCargo prides itself as a business enabler for small and medium-sized enterprises operating internationally by helping them access growth opportunities in new markets through its flight connectivity. Currently, Emirates SkyCargo flies cargo to over 125 destinations across six continents. Through its global network and modern all-widebody aircraft fleet, the air

cargo carrier is able to rapidly transport time-sensitive cargo including fresh seafood and other agricultural produce from origin to destination.
With Emirates Fresh, Emirates SkyCargo's specially designed air cargo product for perishables, the carrier is able to ensure that commodities such as seafood retain their freshness throughout the journey.
Emirates SkyCargo has been operating flights to Oslo since 2014. In addition to passenger flights, the air cargo carrier also operates freighter flights to the Norwegian capital since October 2016, offering around 100 tonnes of cargo capacity per flight. Between 2016 and 2018, Emirates SkyCargo helped export over 35,000 tonnes of Norwegian salmon to many export markets in the Middle East and Asia.
Over the last three years, Emirates SkyCargo has transported over 225,000 tonnes of seafood across the globe.
Emirates SkyCargo connects nine destinations in India to its international cargo network through scheduled cargo flights. India is one of the cargo carrier's most important markets globally. In 2019, Emirates SkyCargo transported more than 250,000 tonnes of cargo to and from India, including important exports of food items and perishables as well as pharmaceuticals.
As part of its business plan over the next 2-3 years Catch of Norway Seafood is looking to expand its source markets, diversifying its product portfolio, and embracing e-commerce channels to match the evolving tastes of Indian customers.
"We have sourced seafood occasionally from the Netherlands and we are considering importing seafood from markets such as Canada, Japan, and Spain. We are also observing an increased interest in a variety of health-food and plant-based food product ranges from Europe in India, all of which is very exciting and we look forward to using Emirates SkyCargo's services and expertise in bringing these quality goods from international destinations into the Indian market," **commented Mark Alzawahra.**

Emirates SkyCargo marks key freighter anniversaries

Emirates SkyCargo has recently crossed key milestones in its global freighter operations. The cargo division of Emirates recently completed 10 years of operating dedicated cargo flights on its Boeing 777-F aircraft to Viracopos in Brazil and five years to Brussels. The air cargo carrier commenced freighter flights to Viracopos on 31 October 2010 and to Brussels on 25 October 2015.
Emirates' Boeing 777 freighter aircraft have been at the heart of the carrier's cargo operations since 2009. The aircraft has the capacity to transport up to 100 tonnes of cargo per flight and features wide main deck doors, allowing for the loading of heavy and outsized cargo. During the COVID-19 pandemic, Emirates SkyCargo's fleet of 11 Boeing 777-F aircraft executed an important proportion of scheduled and chartered cargo operations around the world to transport medical supplies such as PPE and pharmaceuticals. Currently, Emirates' freighter aircraft operate to more than 30 destinations across the globe.
Viracopos is currently one of two airports connected by Emirates SkyCargo in Brazil. The air cargo carrier also offers cargo capacity on Boeing 777-300ER passenger flights to Sao Paulo. Both airports serve to connect the industrial and technological hub of Brazil.
Throughout the COVID-19 pandemic, Emirates has played an important role in maintaining air cargo connectivity between Brazil and the rest of the world, helping transport vital commodities such as medical supplies and pharmaceuticals into Brazil and at the same time transporting exports from Brazil to other international markets.
Emirates' freighter services to Brussels were started in 2015, a year after the launch of passenger flight operations. The freighter flights were introduced to supplement cargo capacity available on passenger flights to transport commodities such as pharmaceuticals and perishables. Brussels is one of the more than 30 cities involved in Emirates SkyCargo's pharma corridors initiative to provide enhanced cool chain protection from origin to destination for temperature-sensitive pharmaceuticals.
Currently, Emirates SkyCargo offers cargo capacity to customers in Belgium on 10 weekly flights, including two operated on the Boeing 777 freighters.
Emirates SkyCargo is an important facilitator of international trade connecting more than 130 destinations across six continents with cargo flights. The air cargo carrier offers cargo capacity on its fleet of wide-body aircraft including 11 Boeing 777 freighters.

Qatar Airways Cargo appoints Wexco, ECS Group subsidiary, in Australia

atar Airways Cargo appointed Wexco, part of ECS Group, as its general sales agent (GSA) in Australia. Through that new agreement, Qatar Airways and ECS Group are extending their strategic partnership which today covers 20 countries worldwide. The partnership will leverage Qatar Airways' strong presence in Australia, promoting destinations to the Middle-East, Europe, the Americas, and Africa to the Australian exporters.

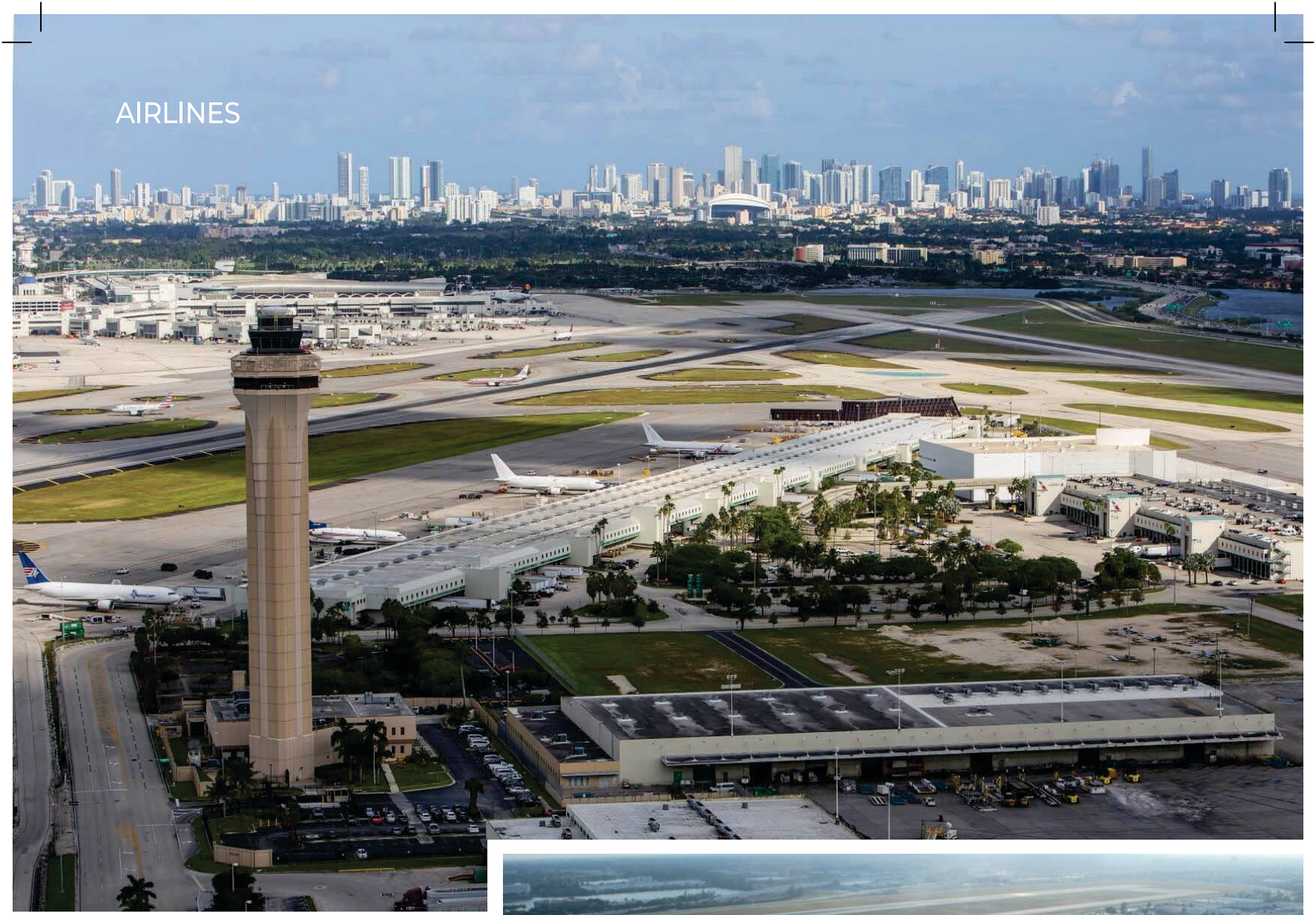
Qatar Airways serves five major Australian cities: Melbourne, Perth, Sydney, Brisbane, and Adelaide and operates 30 passenger and freighters flights per week.

Daniel Parker, Vice President Cargo Asia, Qatar Airways, *said: "Qatar Airways is one of the best and most reliable airlines in the Australian market. We have a solid foundation for further growth with our partner Wexco, whose excellent reputation in the Australian market was also a major factor in our decision, together with its deep knowledge of Qatar Airways' processes."*

The main market for Qatar Airways in Australia remains the perishable exports to the Middle East, but also growing outbound pharmaceuticals traffic to Europe and The Americas. The carrier can also capitalize on the opportunities from Australia to the neighboring market of New Zealand thanks to its scheduled services between Brisbane and Auckland.

Cédric Millet, managing director Wexco Australia, welcomed the new agreement with Qatar Airways Cargo, adding: *"Qatar Airways sets very high expectations and so does Wexco. We are very much aligned on providing the highest service levels to our customers. The Qatar Airways Cargo motto is 'Moved by people' and we have built an excellent team of 13 dedicated people within Wexco, who will do a fantastic job for Qatar Airways.*

Commenting on the current Australian market Cédric Millet *said: "The Australian air exports registered a 24 decrease compared to last year, but we are seeing an injection of services in the lead up to the peak season, particularly for the exports of produce. A lot of flights are being operated under the government-funded International Freight Assistance Mechanism (IFAM) programme to boost Australia's perishables export trade."*



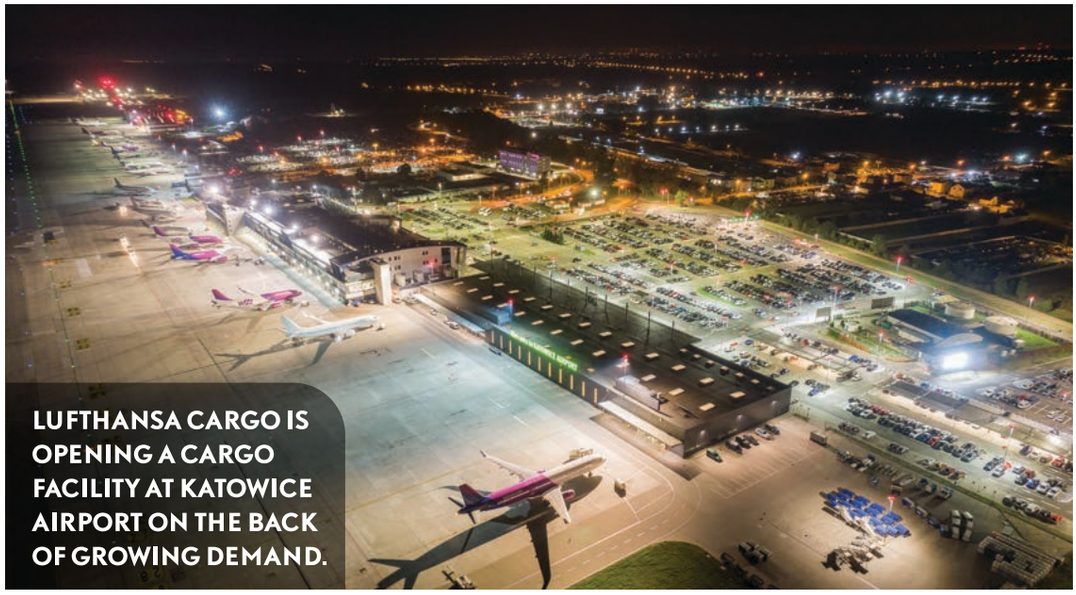
MIA on pace for record year in **cargo**

t 1.9 million tons of cargo through October, Miami International Airport is on pace to surpass its all-time annual record of 2.3 million tons. September and October were record-setting months, as more than 200,000 tons of freight moved through MIA each month.

Year-to-date, MIA has also served a record 52,504 cargo-only flights, which is an increase of 7,000 flights over last year. As the first airport in the Western Hemisphere and only the second in the world to be designated by the International Air Transport Association (IATA) as a pharmaceutical freight hub and industry leader in the transport of pharmaceuticals and vaccines, MIA is prepared to be a leading air cargo hub for COVID-19 vaccines.

"While our local economy has faced unprecedented challenges because of the pandemic, I am deeply encouraged to see the record-setting growth in cargo traffic at our community's largest economic engine," said **Miami-Dade County Mayor Daniella Levine Cava.** *"The local air cargo industry, under the leadership of MIA and Aviation Director Lester Sola, continues to support billions of dollars in business revenue and thousands of jobs for Miami-Dade County residents. I'm especially proud of the work Director Sola and his team did in a moment of crisis to swiftly diversify and bring in new revenue streams, keeping many employed and business moving."*

"Throughout 2020, MIA has thrived in its critical role of facilitating essential trade and cargo delivery worldwide, to the point that we are on pace to set yet another annual record for total cargo," said **Lester Sola, MIA Director and CEO.** *"We are certainly thankful for the partnership we share with the airlines, federal agencies and logistics providers within our local air cargo community, who have each helped MIA have a tremendously successful year already."*



LUFTHANSA CARGO IS OPENING A CARGO FACILITY AT KATOWICE AIRPORT ON THE BACK OF GROWING DEMAND.

Lufthansa Cargo to open freight facility at **Katowice Airport**

The new road feeder service (RFS) consolidation facility will open on January 4 and through the use of RFS operations it will increase the number of connections offered to and from Poland with the carrier's hubs in Frankfurt and Vienna.

"Due to the increase in our operations at Katowice Airport, we can offer our clients both more frequent connections and faster transport times. This is especially important during a crisis, when the time of freight delivery and the reliability of the entire process are of key importance," said **Wojciech Ryglewicz, Lufthansa Cargo sales and handling director in central and eastern Europe.**

Shipments not only from Poland, but also from other central European stations in Lviv, Košice and Ostrava, will be consolidated at Katowice Airport before transport to Frankfurt and Vienna.

Artur Tomasik, president of the board of Górno I skie Towarzystwo Lotnicze, the company managing Katowice Airport, said: "We have been focusing on diversifying the infrastructure at Katowice Airport for the last 15 years.

"It is why we created a new cargo zone in the southeastern part of the airport. In 2016, we opened a new cargo terminal with an area of 12,000 sq m. To the south of the terminal, a big car park with internal roads was built; to the north, an apron for cargo aircraft with an area of nearly 9 ha was constructed.

"During the coronavirus pandemic, which – without a shadow of doubt – is the biggest crisis challenge in the history of aviation, we did not waste time, and signed an agreement with Lufthansa Cargo. The act of launching a Polish RFS hub of this airline at Katowice Airport is a quantum leap in the development of freight transportation at Katowice Airport."

In 2019, more than 20,000 tonnes of freight were transported to and from the airport. The airport will end in 2020, in spite of the coronavirus pandemic, with a similar result.

LATAM Group Operates for The First Time in **Qatar**

ovember 30, 2020 will be a date to remember at LATAM Group. For the first time, an aircraft from the Group operated by LATAM Airlines Brazil landed in Doha, Qatar, transporting perishables from LATAM Cargo customers in South America to Asia and returning to Latin America with a load of electronics.

"Landing in Qatar for the first time is the clearest demonstration of our commitment to satisfy the needs of our cargo customers. With the help of our subsidiaries, we managed to successfully coordinate and implement a route permitting to reduce transport time to relevant markets while supporting export and import markets in South America," said **Kamal Hadad, VP Network and Alliances of LATAM Cargo.**

The second flight departed on December 07 towards Doha. In total, with these operations LATAM carried over 95 tons of fresh fruit, which connected with our interline partner Qatar Airways to continue their journey to Shanghai. They also facilitated the importation of more than 60 tons of electronics into the Brazilian and Chilean markets, just in time to meet the Christmas season demand.

LATAM Cargo maintained its strategy of using passenger aircraft as all-cargo transport during the pandemic, which proved very helpful to mitigate the belly capacity reduction caused by the global border closure. In particular, on this route a B777-300 took off from Guarulhos airport in Brazil en route to Santiago, Chile, with a technical stop in Recife, Brazil, before continuing its journey to Doha, Qatar. The return flight ended in Guarulhos.

More than 50 people from different departments formed the team responsible for the implementation and logistics of this operation, which totaled 18 hours of flight from its origin in Brazil until its final destination in Doha.

"We are aware this route is temporary and responsive to the high fruit season in Chile and the greater demand for electronics during Christmas time, but we will continue to adapt our operation to better serve our customers and carry South American products to the world," **Mr. Hadad said.**

OTHER MEASURES ADOPTED BY LATAM CARGO

During the pandemic, LATAM Cargo Group has introduced a number of changes to its itinerary and operation in an effort to mitigate the negative impact of reduced belly capacity on customers and to permanently assess our operation to satisfy our customers' needs.

Among the measures taken we can highlight the consistent use of passenger aircraft as all-cargo carriers on international and domestic routes, with different types of metal like B777, B787, B767, A320 and A321. In some cases we have also utilized seat containers to increase cargo capacity on our passenger aircraft. With this strategy, LATAM Cargo Airlines has expanded the capacity of its cargo-only fleet of eleven B767F.

American Airlines Transports Its First COVID-19 Vaccine Shipment From Chicago To Miami

AMERICAN'S CARGO OPERATION WILL MOVE COVID-19 VACCINES ACROSS THE US AND AROUND THE WORLD

The American Airlines Cargo team carried its first shipment of coronavirus (COVID-19) vaccine last night. In close collaboration with pharmaceutical and cargo partners, the airline received the shipment by truck at Chicago O'Hare International Airport (ORD) and loaded the shipment onto a Boeing 777-200 aircraft flying to Miami International Airport (MIA). The vaccine shipment will arrive at its final destination in a U.S. territory in the Caribbean later today.

"The American team is proud to be a part of the critical effort to get lifesaving vaccine safely and quickly to people around the world," said **American Airlines Cargo President Jessica Tyler.** *"We were able to mobilize within hours of getting the call to move thousands of doses. We know this is the first of many shipments to come, and we are ready to scale our operation as additional vaccine is produced and ready for distribution."*

American began conducting trial flights in November to simulate the conditions required to transport the COVID-19 vaccine, stress testing the thermal packaging and operational handling process to ensure it remains stable in transit.

American is an internationally recognized expert in cold chain logistics with an established network of facilities and team members who specialize in temperature-critical shipments to more than 150 cities in 46 countries around the world. In addition, American has the largest dedicated temperature-controlled pharmaceutical shipping facility operated by an airline in the United States. From the time a shipment arrives at one of American's facilities, it is tracked throughout its journey on the ground and from the airline's Cargo Control Center, located within its Integrated Operations Control in Fort Worth, Texas.

This level of expert care has earned American the International Air Transport Association's prestigious Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification. The CEIV certification is given to air carriers and players in the air cargo supply chain that have established the tools, procedures and staffing to ensure life sciences products are properly handled and arrive at their destination fully effective.

Since the beginning of the pandemic, American has been transporting hundreds of thousands of pounds of personal protective equipment (PPE), medical equipment, COVID-19 test kits and pharmaceuticals to help battle the coronavirus, as well as components for Phase III COVID-19 vaccine trials.

SHAWN COLE JOINS THE GLOBAL SALES TEAM AS VICE PRESIDENT, GLOBAL SALES. ROB WALPOLE WILL LEAD DELTA CARGO.

Sales, Cargo leadership changes position Delta for commercial success

Effective Dec. 1, Shawn Cole will become Delta's Vice President - Global Sales, a new role focused on identifying enterprise-wide synergies with Delta's portfolio of global corporate and travel management companies. Cole will report to Bob Somers, Senior Vice President – Global Sales.

"Shawn's experience leading teams across the Finance and Cargo divisions make him uniquely qualified for this position," said **Somers.** *"During the past year, he has worked alongside the Global Sales team to develop new product offerings for our global customers supporting their growing cargo needs as a result of the pandemic."*

Most recently as Vice President of Delta Cargo, Cole delivered positive revenue growth and enhanced relationships with Delta's joint venture partners, as well as serving as Chairman of SkyTeam Cargo for the past three years.

Rob Walpole will be named Vice President - Delta Cargo. To ensure that the cargo business is a more integral part of the commercial portfolio, Delta Cargo will join Delta's Commercial organization. Rob will report to Steve Sear, Executive Vice President – Global Sales and President - International.

"Through his prior leadership of global commercial organization and focus on focus on operational excellence both internally and with our airline partners, Rob is well equipped to lead the Delta Cargo team on a path of continued growth and innovation," said **Sear.**

Rob joined Delta to lead Cargo's Global Operations and Logistics organization in August 2019, bringing extensive leadership experience in the logistics and supply chain sector.

These leadership changes reflect Delta's intentional approach to continued development of enterprise leaders who bring cross-divisional perspectives that help us evolve our approach to our global business.

Atlas LTA

DEVELOPS THE NEW GENERATION OF AIRSHIPS

tlas LTA, a newly established Israeli company, develops a family of innovative aircrafts named ATLANT. The biggest model, ATLANT 300, would be huge: 200 meters length, 100 meters width, and 50 meters height. It will be able to carry 165 tons of cargo to 2,000 KM at a speed of 120 KM/h at all weather conditions, including the harsh ones. The other two models are ATLANT 30 and ATLANT 100, they are smaller and can carry 18 tons and 60 tons accordingly.

Those airships are the actual game-changers in the world of air cargo delivery because they do not need any ground facilities to take off or to land. All means of transport existing today require expensive ground infrastructure such as air or water ports, railroad systems, etc. Those facilities are concentrated at large industrial and heavily populated areas, leaving many other places isolated and suffering from lack of critical supplies. ATLANTs can equally reach developed and underdeveloped areas without any harm to the nature that always follow the large transport infrastructure construction projects.

That unique ability draws a lot of attention from humanitarian organizations, such as the UN World Food Program, because today's logistic difficulties are significant obstacles to their important mission. Another great example of the ATLANTs role is todays industrial world is point to point transportation of the large blades of wind turbines. Those giant structures are available for offshore installation only due to the serious logistic problems which has become a bottleneck for this fast-growing industry. ATLANT could be an effective solution for the transportation as well as installation while being used as a flying crane.

Beside carrying cargoes ATLANTs will create a new dimensions in the air travel such as short haul and high comfort passenger ferry flights to numerous hard to reach destinations, or even the more futuristic and luxury sky yachting that can bring exclusive travelers to the most hidden places on earth like arctic ice or small tropical islands...

The Greener Alternative to the Existing Transportation Systems:

Gennadiy Verba CEO and Founder: *"The airships being developed by Atlas have a number of advantages in comparison to any aircraft and sometimes even before ground transportation. First, that is a low cost per ton-kilometer. But most important, much lower greenhouse gas emissions: 30-40 less than the most effective airplanes and 5-7 times less than the best heavy helicopters. And that is only the beginning – our electric powertrain enables us to reach zero emission within the next 7-8 years, much faster than other flight vehicles of the comparable size. Capable of operating in the most difficult weather conditions ATLANT sometimes is a good alternative to land transportation by tracks, which requires ice roads open only at wintertime in countries like Russia or Canada".*

Verba explains that ATLANTs can take off vertically, connecting any places point-to-point just like a helicopter or drone, but capable to carry much larger cargo to much longer distances at the way much lower cost.

Electric Sightseeing Airship:

While ATLANT is the company's flagship project, that is expected to turn into reality in 4 to 5 years, Atlas is expected to present its first electric airship, which will take tourists to the sky in about 2 years. This airship named Atlas-11 designed for 19 people (2 crew members and 17 passengers). The aerial tours on this aircraft are the most pleasant experience, since the flight is uniquely stable and quiet, the windows are large, and the seats provide the first-class accommodation. Although the Atlas-11 looks like a conventional blimp, it is an important step toward ATLANT due to the innovative electric powertrain on board.

Yaron Bul, one of the owners and the man in charge of the business development in Atlas LTA: *"Our sightseeing airships will make the sky tours more affordable and comfortable ever. Besides the obvious business aspects this gorgeous aircraft will promote the important idea of the green flight."*

Air Canada Operates 4,000th

All-Cargo Flight, Highlighting Expanding Role of its Cargo Division

ir Canada said today that with the flight of AC 7227 from Toronto to Lima it has now operated 4,000 all-cargo flights since launching into the cargo-only-flight business in March of 2020. By successfully establishing a dedicated, cargo-only operation, Air Canada Cargo is well-positioned to play a key role in carrying COVID-19 vaccine shipments for Canadians and to capture future growth opportunities in the global air cargo market.

"Air Canada Cargo has emerged as an outstanding performer during the COVID-19 crisis and was a key player in transporting medical equipment including PPE to Canada early on. It is impressive that the Cargo team re-engineered its business model and network for cargo-only flights in March and has now successfully operated 4,000 such flights onboard both mainline widebody aircraft, as well as seven transformed widebody aircraft enabling cargo transport in the cabin. These initiatives have helped solidify our ability to meet heightened demand for air cargo capacity globally and have contributed to the growth of Air Canada's successful Cargo division at an unprecedented pace," said **Lucie Guillemette, Executive Vice President and Chief Commercial Officer.** *"This ability to quickly pivot exemplifies Air Canada's commitment to innovate and seize opportunities."*

The 4,000th flight from Toronto to Lima carried an assortment of freight from around the world including pharmaceuticals, water purifying equipment and vehicle parts. Since the start of the pandemic, Air Canada Cargo has transported a wide range of goods on its cargo-only flights, including PPE for frontline healthcare workers.

In anticipation of the requirement for air cargo capacity to ship and distribute COVID-19 vaccines in Canada and worldwide, Air Canada Cargo has been working with its freight forwarding customers specialized in handling pharmaceutical shipments. Air Canada Cargo's role will be to provide capacity for vaccine shipments through agreements with international freight forwarders, governments or international agencies on scheduled or on-demand, cargo-only flights. As part of these supply chain preparations, Air Canada Cargo has undergone an extensive operational readiness exercise to ensure training, procedures and facilities are updated and reflect current requirements and standards for transporting pharmaceuticals, including achieving IATA's CEIV Pharma certification in July 2020.

Recently, Air Canada successfully concluded a collective agreement amendment with its pilots, represented by the Air Canada Pilots Association to enable Air Canada to competitively operate dedicated cargo aircraft. The airline is now finalizing plans to convert several of its owned Boeing 767-300ER aircraft to freighters to fully participate in global cargo commercial opportunities.

Changes in the **Executive Board** of **Lufthansa Cargo AG**

Peter Gerber takes over as CEO of Brussels Airlines with effect from 1 March 2021 and assumes the newly created position of Executive Vice President of the Lufthansa Group in Brussels **Dorothea von Boxberg succeeds Peter Gerber as Chief Executive Officer of Lufthansa Cargo AG**

eter Gerber (56) will succeed Dieter Vranckx as CEO of Brussels Airlines. Subject to the pending decision of the Board of Directors of SN Airholding, Gerber will take up his position in Belgium on March 1, 2021. Together with Nina Öwerdieck, CFO of Brussels Airlines, and Edi Wolfensberger, COO of the Belgian airline, Peter Gerber will continue to implement the company's "Reboot Plus" turnaround plan and build a strong, lean and competitive Brussels Airlines. In addition to managing the Belgian airline, he will also assume the newly created position of Lufthansa Group Chief Representative for European Affairs in Brussels, thus representing the interests of the entire Lufthansa Group at European level.
Dorothea von Boxberg is to become the new Chief Executive Officer and Chairwoman of the Executive Board of Lufthansa Cargo AG on 1 March 2021. The 46-year-old thus succeeds Peter Gerber.
The Supervisory Boards still have to approve these proposals.Gerber's appointment to the Lufthansa subsidiary Brussels Airlines is part of the Group-wide rotation policy for management positions.

"I would like to thank Peter Gerber for his outstanding achievements as CEO for Lufthansa Cargo AG. As a passionate airline manager, he has very successfully managed the highly demanding and volatile logistics business and, together with a motivated and committed team, has played a major role in shaping the Group's cargo division in recent years. With Dorothea von Boxberg, an experienced manager from within the company is taking over the helm of Lufthansa Cargo AG. She is not only a sales professional, she also has a great deal of expertise, for example in product development. With her creativity and commitment, she will continue to develop Lufthansa Cargo AG successfully in these extraordinary times," **said Harry Hohmeister, Chairman of the Supervisory Board of Lufthansa Cargo AG.**
Peter Gerber began his career with the Lufthansa Group in 1992, during which time he held various management positions in the Lufthansa Group. In June 2009, Gerber was appointed to the Executive Board of Lufthansa Cargo AG with responsibility for Finance and Human Resources. In June 2012 Gerber joined the Executive Board of Lufthansa Passage Airlines and was responsible for Human Resources, IT & Services. Peter Gerber has been Chairman of the Executive Board of Lufthansa Cargo AG since May 2014.
Dorothea von Boxberg studied Industrial Engineering and Management at TU Berlin and ESCP/EAP Paris. From 1999 to 2005, she worked for The Boston Consulting Group in Stuttgart, most recently as project manager. In 2005 Dorothea von Boxberg moved to Star Alliance and was responsible for Alliance Development. In 2007, she joined Deutsche Lufthansa AG and from 2009 was head of the "Strategy and Investments" department at Lufthansa Passage. She then took on several management positions in product management at Lufthansa Passage. In 2015, Dorothea von Boxberg moved to Lufthansa Cargo, where she initially headed Global Sales Management before being appointed Chief Commercial Officer of Lufthansa Cargo in 2018, advancing to the Executive Board.
A successor for Dorothea von Boxberg as Chief Commercial Officer will be announced at a later date.

Air Canada provides an update on cargo business, will convert **767-300ERs** to freighters

Jason Berry appointed Vice-President, Cargo

Air Canada Pilots ratified collective agreement amendment to enable Air Canada to competitively operate dedicated cargo aircraft in the cargo marketplace.

ir Canada announced the appointment of **Jason Berry as Vice President, Cargo** effective January 1, 2021. Mr. Berry will be based at Air Canada's Montreal headquarters and will report directly to **Lucie Guillemette, Executive Vice President, and Chief Commercial Officer.**

Air Canada in its update on its cargo business and the next steps in its strategic plan stated that the airline continues to adapt rapidly to evolving market opportunities. To date, Air Canada has operated more than 3,500 all-cargo flights globally, and the airline is now finalizing plans to convert several of its owned Boeing 767-300ER aircraft to freighters to fully participate in global cargo commercial opportunities.

The carrier has successfully concluded a collective agreement amendment with its pilots represented by the Air Canada Pilots Association (ACPA), for contractual changes to enable Air Canada to competitively operate dedicated cargo aircraft in the cargo marketplace, which has now been ratified by the Air Canada pilots.

"Air Canada and Air Canada Cargo have pivoted quickly to new and unique commercial opportunities in response to evolving market conditions over the past 11 months, and Air Canada was the first airline globally to transform aircraft and double freight capacity by removing seats to enable cargo transport in the passenger cabin. We now operate up to 100 international, all-cargo flights weekly, and with ACPA's recent ratification on cargo operating arrangements, we are planning the conversion of several owned Boeing 767-300ERs recently retired from passenger service to all-freighter aircraft, which will position Air Canada to continue growing its cargo business across the global supply chain," said **Ms. Guillemette.**

"Jason's entrepreneurial approach combined with his solid air cargo background is well-suited to operationalize these commercial opportunities, and lead the strategic direction of our cargo business to optimize the growth of e-commerce while leveraging Air Canada's fleet and global reach," concluded **Ms. Guillemette.**

Mr. Berry comes to Air Canada from Alaska Airlines' wholly-owned subsidiary McGee Air Services, where he was President with oversight for all aspects of aviation services ground handling, aircraft grooming, airport mobility services, check-in, and gate services. From 2012 until June 2019, he led Alaska Airlines' cargo business, with direct responsibility for all aspects of cargo operations and compliance including revenue growth. Before joining Alaska Airlines, he held operational positions with increasing responsibility at other air cargo handlers and operators.

Mr. Berry holds a Master of Business Administration from the University of Washington's Michael G. Foster School of Business, in addition to earning a Bachelor's degree in Computer/Information Technology Administration and Management from Central Washington University, and an Associate's degree in Business and Commerce from South Seattle College.

Swiss WorldCargo has finalized preparation for transport of **COVID-19 vaccines**

For the past six months, Swiss WorldCargo has prepared for the distribution of COVID-19 vaccines. Beginning in summer 2020, the company set up an internal task force to analyze the potential for shipping COVID-19 vaccines throughout the world. The task force, comprised of team members from different divisions, has closely analyzed how Swiss WorldCargo's aircraft, network, and capacity to and from Switzerland, can best support these global shipments.

Recently, the company has successfully carried out its first shipments. These have proven that the company can handle complex regulatory and customer necessities, including temperature, cold-chain, and timing requirements.

As a leading carrier of pharmaceutical and care-intensive goods, Swiss WorldCargo has a rich history of successful and speedy delivery of pharmaceutical products, including vaccines. This long-standing expertise is based on its well-trained staff, as well as the strengths of its hub and ground handling partners. Swiss WorldCargo's organization is CEIV Pharma-certified. Swiss WorldCargo's hub in Zurich, operated by Cargologic, is IATA CEIV Pharma-certified and Swissmedic GDP-compliant, as recognized by the Swiss authorities.

"The next few months present a significant challenge for the entire air cargo and logistics industry," said **Christian Wyss, Head of Quality & Services at Swiss WorldCargo, and leader of the Swiss WorldCargo Vaccine Transport task force.** *"However, based on our extensive experience carrying out complex pharmaceutical shipments, Swiss WorldCargo is well-positioned to help ship COVID-19 vaccines, too, from and through Switzerland to a variety of global destinations."*

Swiss WorldCargo is continuing to closely monitor the regulatory approval process for all COVID-19 vaccines, and is ready to carry out shipments in the coming weeks and months.

Swiss WorldCargo successfully transports over fourteen tons of COVID-19 vaccines to Sao Paulo

On December 18, a SWISS aircraft arrived in São Paulo, carrying over 14 tons of finished COVID-19 vaccines. Flight LX 96 from Zurich to São Paulo had departed Zurich on the evening of December 17. Previously, the shipment had been transported from Beijing to Zurich.

The special cargo was carried in ten Envirotainer RAP-e2 containers, which kept the temperature consistently cooled within a range of 2-8 degrees Celsius. Together with forwarding partner PGL Brazil, Swiss WorldCargo carried out the shipment on behalf of the Brazilian Butantan institute.

Upon arrival, the aircraft was welcomed by several prominent government officials, including the Governor of São Paulo, Mr. João Doria. The total shipment carried close to 2 million doses of finished COVID-19 vaccines.

This successful collaboration and transport further underline Swiss WorldCargo's long-standing expertise in complex pharmaceutical transportation.

Virgin Atlantic Cargo

to commence new services to Pakistan from London and Manchester

irgin Atlantic Cargo will commence flights between the UK and Pakistan this Monday, supporting growing trade volumes between exporters and importers in both countries. Flights are set to launch from London Heathrow to Lahore on 7th December, Manchester to Islamabad on 10th December, and London Heathrow to Islamabad on 12th December.

This is the first time that Virgin Atlantic Cargo has flown to Pakistan, the airline is continuing to innovate and expand its destination offering in line with demand. The new services will add over 66 direct flights to Pakistan each month, expanding the direct UK to Pakistan market by 90% in December alone

The UK is the largest export market for Pakistan in Europe, transporting high volumes of goods such as textiles, apparel, and machinery. Trade-in goods and services between the UK and Pakistan is worth some £3.3 billion a year, rising 4.7% year on year in 2019.

The UK is the third biggest global market for Pakistani exporters after the US and China

Cargo customers in Pakistan will also benefit from fast connections to prime markets in the US as well as in Europe and Africa via London Heathrow. Virgin Atlantic Cargo also expects healthy demand for capacity into Pakistan from customers across its international network.

Dominic Kennedy, Managing Director of Virgin Atlantic Cargo, *said: "Business opportunities between the UK and Pakistan present an exciting new prospect for our customers, and the whole team looks forward to our upcoming launch. The import and export market for goods between the UK and Pakistan is extremely healthy, with over 114 million kilograms of cargo moving between Europe and Pakistan each year. Virgin Atlantic Cargo is confident of gaining a healthy share of this new market in the weeks and months ahead."*

Arshad Wali Muhammad, Group Director, Gerry's Group, *said: "Virgin Atlantic Cargo's flights to Pakistan offer a fantastic opportunity for businesses to expand their export base by having a direct connection to Europe and North America via Manchester and Heathrow. The two destinations in the UK will be a gateway to reach over 300 networks of destinations worldwide. With Gerry's as GSA for Pakistan, we look forward to including this successful new service within our network."*

Janis Balkens, dnata CEO, New, and Emerging Markets, *said" "We are excited to extend our longstanding partnership with Virgin Atlantic Cargo to Pakistan and are proud to now also offer our award-winning, safe and reliable services across these new routes. We will ensure the success in London Heathrow and Manchester, as well as Islamabad and Lahore, providing our seamless multiservice offering to Virgin Atlantic Cargo and its customers. We have been partners for decades in the UK across our cargo operations as well as our travel businesses through the dnata Travel Group and we look forward to replicating this success in Pakistan."*

The airline also continues to transport cargo on its scheduled services to Antigua, Atlanta, Barbados, Boston, Brussels, Chicago, Delhi, Dublin, Hong Kong, Johannesburg, Los Angeles, Lagos, Miami, Milan, Montego Bay, Mumbai, New York JFK, San Juan (Puerto Rico), Shanghai and Tel Aviv. Dedicated charter service is also available to meet customer needs.

Virgin Atlantic Cargo to launch new **San Juan** service

irgin Atlantic Cargo is delighted to announce it is launching a new cargo service from London Heathrow to San Juan. Commencing on the 24th November, it is the first time that the airline has operated cargo flying to Puerto Rico and it will be serving the destination twice weekly on a Boeing 787-9 aircraft.

This new fast, efficient cargo service will present new opportunities for companies looking to export and import goods such as pharmaceuticals, medical devices, and electronic devices between prime markets in the UK and Europe, and Puerto Rico.

Dominic Kennedy, Managing Director at Virgin Atlantic Cargo, *said: "We are delighted to welcome San Juan to our network, and we are excited about the new growth opportunities this presents for our customers. Over 11 million kilograms of cargo move between Puerto Rico and Europe each month and we are confident Virgin Atlantic Cargo will gain a healthy share of this market."*

"Since the start of the Covid-19 pandemic, Virgin Atlantic Cargo has played a vital role in keeping global supply chains running and transporting essential goods around the world. We are continually innovating, bringing in new destinations in line with the demand to expand our cargo only offering."

Although the UK government restrictions on travel may mean that passenger flying has decreased this month, Virgin Atlantic's cargo business continues to go from strength to strength. The airline is set to fly over 800 sectors in November – nearly 60 percent are cargo only. This represents a 14% increase in the cargo-only flying month on month, highlighting the airline's quick reaction to a rapidly changing external environment.

This month Virgin Atlantic Cargo has increased its capacity on key routes to ensure the continued supply of vital goods across the globe. Increased services will operate to Shanghai, Hong Kong, and the US, with key schedule updates below:

- LHR/JFK service to operate 3 times daily
- LAX service to include an additional flight, now operating 10 flights each week
- LHR/HKG service increase to 10 flights a week
- LHR/JNB service to increase to 6 rotations per week

The airline also continues to transport cargo to Antigua, Atlanta, Barbados, Boston, Brussels, Chicago, Delhi, Dublin, Lagos, Miami, Milan, MBJ, Mumbai, Shanghai, and Tel Aviv.

Virgin Atlantic Cargo's charter service continues to be in demand from customers worldwide. Since the airline operated its first cargo-only service in March, it has gone on to fly over 330 cargo only charters.

Ashwin Bhat appointed **Chief Commercial Officer** of **Lufthansa Cargo**

SWISS HEAD OF CARGO SUCCEEDS DOROTHEA VON BOXBERG

shwin Bhat will take over as a member of the Executive Board in charge of Lufthansa Cargo's Product and Sales division on 1 March 2021. The 51-year-old will thus take over the current position of Dorothea von Boxberg, who will become chairwoman of the Executive Board and CEO on the same date.

As Lufthansa Cargo's Chief Commercial Officer, Ashwin Bhat will be responsible for the external organization of sales and handling, product, revenue management, pricing, network planning, and sales management worldwide.

Bhat has been Vice President and Head of Cargo at Swiss International Air Lines in Zurich since October 2015. He joined the former Swisscargo AG in February 1999 and has held various positions in revenue management, transport management, and global area management, until his most recent position as Head of Cargo for Swiss International Air Lines.

"I am very pleased that we have been able to gain Ashwin Bhat, a highly experienced senior manager within Lufthansa Group, as our Chief Commercial Officer," said Harry Hohmeister, member of the Lufthansa Group executive board and Chairman of the Supervisory Board of Lufthansa Cargo. "With his extensive expertise in the airfreight business as well as his many years of sales experience, he will further strengthen Lufthansa Cargo's leading position in international competition."

Ashwin Bhat, born in 1969, graduated with a Bachelor in Science, Major in Chemistry from the University of Mumbai, India in 1990 and worked for several years as an accounting manager for an airline financial services provider in Mumbai before starting his career in Zurich.

AirBridgeCargo Airlines steps into Covid-19 Vaccine Transportation Phase

irBridgeCargo Airlines, part of Volga-Dnepr Group, has accomplished its first COVID-19 vaccine transportation from Beijing (China). The delivery of COVID-19 vaccine has been orchestrated in partnership with UPS/Marken onboard one of the carrier's Boeing 747 freighter.

A total of 6,000 doses of vaccines, weighing almost 400 kg, were safely packed into CR DO™ XTREME passive temperature-controlled shipping container, stacked and loaded into standard AKE container and delivered under 2-8C temperature regime. As expected, the vaccines will be part of the clinical trials the manufacturer conducts in various countries across the globe.

Casper Pan, Head of healthcare APAC (ABC) and a dedicated Vaccine Task Force within Volga-Dnepr Group, highlights: "It is the defining moment for our Company and Global Healthcare Team. After months of preparations, we are actually stepping into the COVID-19 vaccine transportation phase to deliver these sophisticated pharmaceutical products the whole world relies on as a source which will help all of us to get back to normal. Thanks to the dedication and commitment of our APAC and Global Healthcare Team the first transportation went smoothly and we are ready to leverage the stable flows".

Yulia Celetaria, Healthcare Director of Volga-Dnepr Group comments: *"We would like to thank our customer, UPS, who has been masterminding transportation with us, going step by step to guarantee that the vaccine efficacy is 100 maintained. We hope for further cooperation through our joint shipments, workshops and follow-up online meetings".*

Together with other carriers within Volga-Dnepr Group ABC, which has successfully reconfirmed its CEIV IATA certification last year, has been strengthening its capabilities in the healthcare sector and vaccine transportations, including through regular shipments of other vaccines, as well as vaccine-related shipments (equipment, vials, injections, etc) which are essential for vaccine production. The company has also aligned regular communications with all the stakeholders to exchange experience and best practice, learn from peers and guarantee safe and efficient transportation of vaccines across the globe.

AirBridgeCargo Deploys the first **Boeing 777F** Across its worldwide Network

olga-Dnepr Group (consists of Volga-Dnepr Airlines, AirBridgeCargo Airlines, ATRAN Airlines), aviation logistics expert, phases in its first Boeing 777F. The freighter, which has been recently certified in Russia, will be part of AirBridgeCargo's (ABC) fleet. Boeing 777F, which is to be deployed on Trans-Siberian route, enables ABC to offer more optimized delivery options for its customers. It is the largest twin-engine freighter with up to 106 tonnes of payload which complements ABC's already extensive fleet of Boeing 747Fs and gives more flexibility in terms of special and general cargo transportation. Tatyana Arslanova, Chief Executive Officer of Volga-Dnepr Group, comments: "We would like to thank our personnel and specialists, partners and customers for this great milestone at the turn of 2021 when airfreight is in high demand, especially for healthcare, e-commerce and essential cargoes transportations".

Natalia Butrova, Logistics Leader Russia & CIS, GE Healthcare, highlights: "Timely delivery of sophisticated medical equipment stays one of the top tasks during these difficult times. Time-wise, airfreight is the most preferred transportation mode, which, coupled with safety and security, is very important for us. For more than 30 years GE Healthcare has been providing sophisticated diagnostic medical equipment, including computerized tomographs and ultrasound systems. Thanks to our partnership the Russian doctors and patients could access essential technologies within the shortest timeframes".

"2020 has put the air cargo at the front. Air carriers continued delivering much-needed medical cargoes – PPE, vaccines, medicines, medical equipment and other items to combat COVID-19 spread. We are positive that the new freighter type within AirBridgeCargo's fleet will open new opportunities for other carriers operating to/from Domodedovo airport", mentioned Igor Borisov, Director of Domodedovo airport.

The first commercial flight en-route Seoul (South Korea) – Domodedovo (Moscow, Russia) has been welcomed by the top management of Volga-Dnepr Group, Boeing Corporation and GE Healthcare. The guests could take a tour around the new plane and watch offloading of medical equipment.

Delta launches scheduled cargo-only flights between U.S. and Europe

GIVEN THE TRAVEL CONSTRAINTS WITHIN EUROPE, DELTA IS STRATEGICALLY ADDING CARGO CAPACITY IN SPAIN, IRELAND AND GERMANY TO SUPPORT OVERALL PASSENGER AND CARGO GROWTH.

Delta launched cargo-only flights between the United States, Europe and India on Nov. 1 to help meet customer demand.

There are daily cargo-only flights between New York-JFK and Madrid that operate using a Boeing 767-300* aircraft providing customers with capacity to ship fashion goods to the United States ahead of the holiday season.

In addition, there is a three-times weekly cargo-only flight between New York-JFK and Dublin that is operated by an Airbus A330-300, as well as cargo-only flights operating between New York-JFK and Atlanta to Mumbai, via Frankfurt, using Airbus A330-200/300 aircraft. These aircraft are used to carry essential pharmaceuticals, vaccines, medical supplies and general cargo.

"Given the travel constraints within Europe, we are strategically adding cargo capacity in Spain, Ireland and Germany to support overall passenger and cargo growth," said **Shawn Cole, Delta's Vice President – Cargo.** *"There is high demand for pharmaceutical shipments from India because of the COVID-19 pandemic, and this cargo solution ensures we can keep vital supply chains moving to the United States."*

Delta Cargo launched a Cargo Charter operation in March to provide safe and reliable transportation of goods around the globe by working primarily with Delta's established world-leading logistics partners.

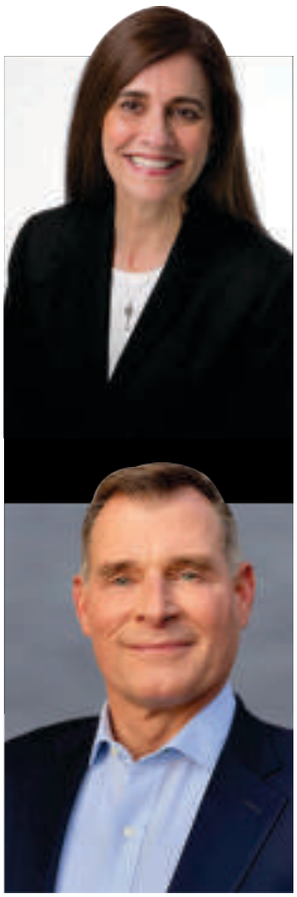
Delta dispatched idled aircraft on cargo runs to transport millions of pounds of supplies quickly and safely. Delta has operated over 1,600 cargo charter flights since February and is now averaging more than 20 cargo-only flights globally each week, carrying medical and PPE equipment, pharmaceuticals, U.S. mail, home office supplies and food.

Delta Cargo annually flies 421,000 tons of cargo around the world, including pharmaceutical supplies, fresh flowers, produce, e-commerce, global mail and heavy machinery.

PEOPLE

PayCargo Grows its Senior Management team appointing **Marta E Ramirez and Ken Nieze**

The new Vice Presidents bring decades of supply chain and tech experience to the freight payment platform as it continues to grow.



Online freight payment platform PayCargo has appointed two new Vice Presidents (VP)s to its senior management team, Marta E Ramirez, and Ken Nieze.

Ramirez is the new Global VP, Human Resources, based at PayCargo's Florida headquarters, with Ken Nieze appointed VP of Sales, West Coast, based in Seattle, Washington.

Ramirez brings over 25 years of experience in the transport and logistics industry, including roles at American Airlines, DHL, International Air Transport Association (IATA), Geodis, and most recently DB Schenker, where she was Chief Human Resources Officer, Region Americas.

She earned a Master's International Business Administration (MIBA) from Nova Southeastern University, Florida, and a Bachelor's in communications from Trinity International University, Illinois.

"It is an honor to join PayCargo, the organization that is revolutionizing the cargo industry," said Ramirez. "Throughout my career I have demonstrated a unique ability to enhance employee experiences with creative solutions for customer service and talent engagement and, as a trusted people advisor, I am keen to bring this to a vibrant company such as PayCargo."

Nieze has over three decades of experience and expertise in supply chain and tech, holding positions in the UK, Switzerland, Benelux, and USA, as well as completing a Master's Degree in Supply Chain Management.

Prior to joining PayCargo, Nieze held senior roles at Fritz Companies, Air Express International, DHL (Danzas AEI), Celarix, Kuehne + Nagel, and, most recently, Agility, where he was Vice President, Corporate Strategic Accounts Program.

"The opportunity provided by PayCargo to utilize my experience and enthusiasm for the logistics industry further developing the transport payment process and supporting businesses is something I am eager to work on with the team," said Nieze.

In September PayCargo announced a USD35 million investment led by global venture capital and private equity firm Insight Partners.

These new appointments are an important component of PayCargo's strategy to use the capital to strengthen its team and further expand adoption of its electronic payments network.

As COVID-19 has rapidly accelerated the adoption of electronic payments in the cargo market, vendors and payors are forced to move away from legacy, paper-based processes.

"PayCargo's innovative, cloud-based solution enables faster cargo release, elimination of inefficient manual processes and fees, improved transparency, cash flow management, as well as streamlined invoicing and account reconciliation," said **Eduardo Del Riego, Global Chief Executive Officer of PayCargo.**

"The expertise and leadership being brought to PayCargo by Marta and Ken will truly heighten our HR capabilities and enable us to further strengthen our robust industry contactless payment ecosystem, with an enhanced focus on expanding our presence and improving our service delivery on the West Coast. "As additions to our senior team, they will be instrumental in our business objectives as we head into the new year."

PayCargo helped process over USD2 billion in payments in 2019 and is on track to process USD4 billion in 2020.

Glyn Hughes to Take the Reins of **TIACA** as Its First **Director General**

The International Air Cargo Association (TIACA) announced that Glyn Hughes will take the newly created role of Director General. He will manage the team, work with the Board of Directors, the members and the industry partners to establish and implement TIACA's vision and strategic objectives and advance the overall cargo agenda. Hughes is set to start his tenure at TIACA in February 2021.

"Over the past year TIACA has fundamentally transformed itself which will enable the association to serve its current members better with greater relevance and attract new ones. I fully support TIACA's new direction and its unique position to unite and represent the entire airfreight industry. I will be honored to work with such an engaged Board of Directors, the team and the members to implement TIACA's new vision and mission," stated Glyn Hughes. "Our industry is and will be facing challenging times ahead and I am determined and excited to contribute to making it stronger and to work with all to lead this industry towards a more efficient and sustainable future."

Hughes brings over 36 years of industry experience including leadership roles in air cargo, passenger, financial, training and industry affairs. Before joining TIACA, Hughes led a team of cargo experts at IATA, as its Global Head of Cargo.

"Although the COVID-19 crisis has brought a spotlight on air cargo working hard to deliver essential medicine and supplies fast and safely, despite the global lockdown, the global pandemic has also highlighted the urgent need for air cargo to accelerate its digital and sustainable transformation, to develop collaborative business models and speak with a united voice to come out of this unprecedented crisis more resilient. I am convinced TIACA is in an ideal position to bring all the industry stakeholders together, including air cargo businesses, governments, shippers and global organizations to enable this change. I am committed to building bridges between industry players to tackle the challenges and helping the industry get ready for the transportation of COVID-19 vaccines which will be one of my first priorities at TIACA next year," **commented Hughes.**

Glyn Hughes has been a strong proponent of innovation and sustainability of air cargo, driving change with initiatives supporting the emerging air cargo talent, cargo modernization and transformation and recognizing initiatives driving positive change in the industry through annual awards.

"Glyn is a charismatic and a highly respected leader who has an unparalleled track record over the past three decades, of driving change in the air cargo industry and promoting its value to governments, partners and across the aviation industry," **said Steven Polmans, Chair of TIACA's Board of Directors.**

"We were looking for an exceptional individual, passionate about the air cargo industry and committed to making a long-lasting impact: Glyn is exactly the leader we needed! I am thrilled to have Glyn on-board and look forward to working with him in the years to come to realize the potential of the newly transformed TIACA in supporting, leading and uniting the entire air cargo industry."

Glyn Hughes will be reporting to TIACA's Board of Directors and will take over the leading role from Céline Hourcade, appointed last May by the Board to drive TIACA's transformation and manage the association ad interim.

IATA CEO Alexandre de Juniac steps down after four years

The International Air Transport Association **(IATA)** announced that **Alexandre de Juniac, Director General and CEO** will step down from his role at the Association effective 31 March 2021.

De Juniac made known his intention to step down from the Association several months ago which enabled a search process to facilitate a smooth leadership transition. The IATA Board of Governors recommended to the 76th IATA Annual General Meeting (AGM) on 24 November 2020 the appointment of Willie Walsh, former CEO of International Airlines Group (IAG) to become IATA's eighth Director General from 1 April 2021.

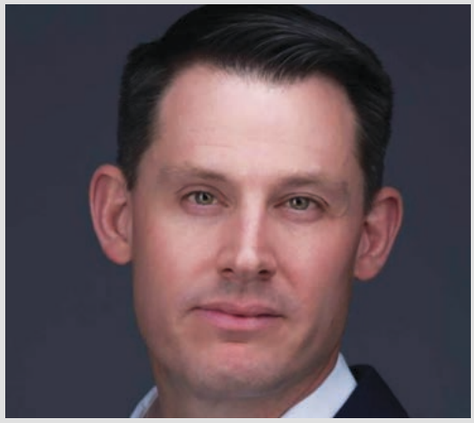
"I did not come to this decision lightly. It has been the privilege of a lifetime to serve the global air transport industry—what I call the business of freedom—as the head of IATA. Over the last years IATA has strategically increased its relevance as the voice of the global airline industry. This has been evident in the COVID-19 crisis. IATA has set the course to restore air connectivity amid the pandemic with systematic pre-departure testing. We are well into preparations to fulfil critical vaccine distribution needs. In parallel, we have restructured IATA to survive the crisis and be ready to support the industry recovery with an organization dimensioned to serve a smaller industry. And we have a motivated team that is determined to get the job done. The building blocks for an industry recovery are in place. And now is the right time to hand over IATA's leadership for the long process of recovery," said **de Juniac.**

De Juniac joined IATA in September 2016 from Air France-KLM where he was Chairman and CEO.

"Alexandre has led our industry in extraordinary times. Under his leadership IATA has become a stronger and an even more relevant organization. I am joined by all the members of the Board of Governors in thanking him for his service and wishing him well in his next endeavors. I am also pleased that we are able to present a very capable candidate to the 76th IATA AGM to succeed Alexandre in this important role. I am convinced that Willie will be a great Director General for IATA," said **Carsten Spohr, Chair of the IATA Board of Governors and CEO of Lufthansa.**

Resolutions will be presented to the 76th IATA AGM thanking de Juniac for his service to IATA as Director General and CEO and proposing Walsh as the next IATA Director General.

Air Canada appoints Jason Berry as vice president for cargo



ir Canada is pleased to announce the appointment of **Jason Berry as Vice President, Cargo** effective January 1, 2021. Mr. Berry will be based at Air Canada's Montreal headquarters and will report directly to **Lucie Guillemette, Executive Vice President, and Chief Commercial Officer.**

Air Canada today also provided an update on its cargo business and the next steps in its strategic plan as the airline continues to adapt rapidly to evolving market opportunities. To date, Air Canada has operated more than 3,500 all-cargo flights globally, and the airline is now finalizing plans to convert several of its owned Boeing 767-300ER aircraft to freighters to fully participate in global cargo commercial opportunities.

The carrier has successfully concluded a collective agreement amendment with its pilots represented by the Air Canada Pilots Association (ACPA), for contractual changes to enable Air Canada to competitively operate dedicated cargo aircraft in the cargo marketplace, which has now been ratified by the Air Canada pilots.

"Air Canada and Air Canada Cargo have pivoted quickly to new and unique commercial opportunities in response to evolving market conditions over the past 11 months, and Air Canada was the first airline globally to transform aircraft and double freight capacity by removing seats to enable cargo transport in the passenger cabin. We now operate up to 100 international, all-cargo flights weekly, and with ACPA's recent ratification on cargo operating arrangements, we are planning the conversion of several owned Boeing 767-300ERs recently retired from passenger service to all-freighter aircraft, which will position Air Canada to continue growing its cargo business across the global supply chain," said **Ms. Guillemette.**

"Jason's entrepreneurial approach combined with his solid air cargo background is well-suited to operationalize these commercial opportunities, and lead the strategic direction of our cargo business to optimize the growth of e-commerce while leveraging Air Canada's fleet and global reach," concluded **Ms. Guillemette.**

Mr. Berry comes to Air Canada from Alaska Airlines' wholly-owned subsidiary McGee Air Services, where he was President with oversight for all aspects of aviation services ground handling, aircraft grooming, airport mobility services, check-in, and gate services. From 2012 until June 2019, he led Alaska Airlines' cargo business, with direct responsibility for all aspects of cargo operations and compliance including revenue growth. Before joining Alaska Airlines, he held operational positions with increasing responsibility at other air cargo handlers and operators.

Mr. Berry holds a Master of Business Administration from the University of Washington's Michael G. Foster School of Business, in addition to earning a Bachelor's degree in Computer/Information Technology Administration and Management from Central Washington University, and an Associate's degree in Business and Commerce from South Seattle College.

TIACA Board Bids Farewell to Outgoing Vladimir Zubkov

he International Air Cargo Association (TIACA) bids farewell to Vladimir Zubkov, Secretary-General of TIACA from January 2017 to August 2020, and Special Advisor to the Board on Industry Affairs since September 2020.

Thanks to his 40 years' experience in the air transport industry, Zubkov has been instrumental in building and nurturing TIACA's relationships with the regulators and key international organizations, especially ICAO, IATA, the World Customs Organization (WCO), the World Trade Organization (WTO), the United Nations Conference on Trade and Development (UNCTAD), freight forwarder organizations, Airports Council International (ACI), and all other partners, to ensure greater recognition of the importance of air cargo industry and that the new regulations are implemented in a uniform way across the industry.

Before being named Secretary-General, Zubkov served in a variety of leadership roles with Volga-Dnepr, ICAO, Aeroflot, and Moscow Sheremetyevo Airport. His contribution to TIACA started in 2011 as a Board member and Chair of TIACA's Industry Affairs Committee until he was appointed Secretary-General.

"Vladimir has put his stamp on the development of TIACA's relationships with other international organizations, especially ICAO," **commented Board Chair Steven Polmans.** *"His passion and dedication to industry collaboration has positioned TIACA well in the international discussions and has contributed to raising the profile of air cargo within the civil aviation, airlines, and airports communities. Recently, Vladimir has also played a key role in the development of the new ICAO-TIACA training on Safe Supply Chain from signing a partnership agreement with ICAO to selecting SASI World to develop and deliver the course. TIACA's Board of Directors and I thank Vladimir in the name of the members and partners for the work done. We wish him good luck and a lot of success also for his future endeavors."*

Zubkov did not comment on his next step or future role following his impending exit from TIACA. "It was great to have this wonderful opportunity to serve the air cargo industry for more than 10 years being TIACA Board member and Secretary-General. I value highly the work of an excellent team and the forthright leadership from the Board" said Zubkov on his departure.

As part of the Transformation program announced last May, TIACA's Board of Directors had unanimously decided to modernize the governance and management structure of the association, including the evolution of the Secretary-General role. Earlier this month, TIACA announced Glyn Hughes as its first Director-General, starting 1st of February 2021. In the meantime, Celine Hourcade continues managing the association in the interim period.

Larry Coyne
Joins **TIACA's** Hall of Fame

Larry Coyne, CEO of Coyne Airways and Coyne Aviation, has been selected by TIACA's Chairman's Council as the association's 2020 Hall of Fame Recipient. The annual TIACA Hall of Fame Award honors professionals with outstanding achievements in the development of the air cargo industry, an exquisite leadership record, and an innovative spirit.

Larry Coyne established Coyne Aviation in 1994, providing cargo charter flights to the fast-developing CIS countries, in particular to Transcaucasia and Central Asia. Coyne Aviation quickly became the number one cargo carrier to the whole of the CIS from Europe with a strong reputation for providing reliable and secure scheduled cargo services to some of the world's hardest to reach destinations.

Not one to sit on the sidelines, throughout his career Larry Coyne was a passionate advocate of security, liberalization of cargo traffic rights, and the removal of obstacles to the growth of the industry. Larry Coyne saw that TIACA could be useful in pushing this call for reform and joined TIACA's Industry Affairs Committee in 1998. After serving on TIACA's Industry Affairs Committee, Larry was then elected to serve as Vice Chairman and eventually Chairman of the association where he championed security, liberalization, and the growth of the air cargo industry.

"Larry always has been passionate about our industry and a true believer in the value of TIACA. He has contributed a lot to our organization and to our industry. I am thankful for the advice he has given me during my time as Chairman. It is an honor to see that Larry will now be part of the famous Hall of Fame." stated **Sebastiaan Scholte, Chair of TIACA's Chairman's Council.**

Coyne joins a star-studded group of 54 air cargo leaders who have received the prestigious Hall of Fame Award since its launch in 1997.

"I am very happy to receive this award and would like to thank TIACA's Chairman's Council for picking me as a member of such a distinguished group of individuals. I feel honored to be in the same group as the 50 or so existing members of the Hall of Fame. They have all done exceptional things, perhaps somewhat against the odds which has impacted the way we go about our business today. I didn't think many people had taken note of a non-asset-based cargo airline that started from scratch 26 years ago with zero investment and no defined routes.

But thanks to a lot of hard work by its dedicated staff we managed to move around 250,000 tons of cargo generating $1 billion in sales while remaining profitable every year. This is something I am especially proud of, all achieved with no aircraft of our own, no debt, and with a reputation of flying to far-flung and unpronounceable places.

Our industry needs to encourage more innovation and flexibility to produce structures better suited to the demands of tomorrow. I hope TIACA will build a strong industry consensus and lead the way, and I pledge to do my best to support it." said **Larry Coyne, CEO, Coyne Airways.**

Larry Coyne was announced as the 2020 Hall of Fame Recipient at the closing session of TIACA's Digital Air Cargo Forum (ACF) and will be formally inducted into the Hall of Fame at the next physical TIACA event to be determined in 2021.

SAS Cargo appoints new **CEO** as it steps up digitization

SAS Cargo has appointed Max Knagge, former head of US sales at the company, to the role of chief executive of cargo. Knagge succeeds Leif Rasmussen, who is leaving the company after 38 years of service.

Kjetil Håbjørg, executive vice president and chief services officer at SAS, commented: "I am impressed by and immensely grateful for the work Rasmussen has done for SAS Cargo."

"I am confident Knagge will build on SAS Cargo's history and will continue developing its role as an important provider of critical transport infrastructure, globally as well as within Scandinavia.

"His strong track record at SAS and international experience makes him an ideal candidate to successfully take over the reins at SAS Cargo."

SAS Cargo said it has taken a strategic move to step up its digital transformation. For example, today SAS Cargo rolled out Unisys' Cargo Portal, which features dynamic pricing for cargo, and enables e-bookings and tracking for its customers in over 100 countries.

Unisys said that with its digital Cargo Portal, SAS Cargo's dynamic pricing and e-bookings will be instantly available to more than 6,000 customers worldwide.

Rasmussen explained: "Our partnership with Unisys supports our dedication to digital-first services. Our objective is to drive the digital transformation of air cargo by making it easier to do business and deliver a first-class customer experience. Unisys helps us with this objective and the portal will increase SAS Cargo's visibility to customers with booking needs. "We are extremely excited about leveraging the Cargo Portal community, reaching new clients, and growing our self-service booking quota."

Bill Brown, vice president, and general manager at Unisys EMEA, added: "Unisys has supported SAS Cargo since 2003 and

we look forward to expanding its digital capabilities with Cargo Portal to meet customer requirements quickly and easily. "Cargo Portal provides the opportunity to address new revenue streams and provide a great user experience by simplifying the booking and freight management process."

Patrik O. Tschirch is appointed as Chair of the Executive Board of Frankfurt's Air Cargo Community

The new term of office for the Air Cargo Community Executive Board will begin with two new members. Susanne Klingler-Werner and Dr. Pierre Dominique Prümm have been elected to the committee for the first time. Patrik O. Tschirch will replace Harald Gloy as Chair.

The members of the Air Cargo Community re-elected four of their six Board members at a virtual General Assembly at the end of November. Susanne Klingler-Werner was elected to the Board for the first time. She manages UPS Supply Chain Solutions in Germany and Austria and is also responsible for Switzerland and Scandinavia. The appointment to office was confirmed for Patrik O. Tschirch, Managing Director of LUG aircargo handling. Michael Hoppe, who is Secretary General at Barig and who represents the position of the airlines on the Board, had his mandate renewed, as did Dr. Tobias Riege, Managing Director of Riege Software. He represents the other service providers.

Both founding members, Fraport and Lufthansa Cargo, each appointed one Board member. Harald Gloy, Board member for Operations at Lufthansa Cargo, will also continue in this role for the next term of office. Dr. Pierre Dominique Prümm will be replacing his Fraport Board colleague Michael Müller due to internal changes of responsibility. The role of the new Executive Board will be to move forward with the strategic process of the further development of Air Cargo Community, which has already begun.

Following the General Assembly, the Board elected Patrik O. Tschirch as Chair. He will take over the leadership from Harald Gloy.

The Board is therefore made up of Patrik O. Tschirch, Dr. Pierre Dominique Prümm, Susanne Klingler-Werner, Harald Gloy, Michael Hoppe and Dr. Tobias Riege.

Patrik O. Tschirch began his professional career as a forwarding agent and has many years of experience in the air cargo sector with various airlines. In 2011, he took on responsibility for the Sales division at the freight handler LUG in Frankfurt and has been leading the company as its Managing Director since 2013. "Patrik O. Tschirch represents this location. He has an extensive network and since the very beginning has been part of the Board of Air Cargo Community. The fact that he has now agreed to take over its management is all the more testimony to his commitment to the air cargo forwarders in Frankfurt", says Managing Director Joachim von Winning.

Dr. Pierre Dominique Prümm will take on the role of Deputy Chair. He has worked in various management positions for Fraport since 2006 and since last year in his capacity as Executive Board member for Aviation and Infrastructure, he has been in charge of Flight Operations and Terminal Management, Corporate Security and Central Infrastructure Management.

Susanne Klingler-Werner represents the member group of freight forwarders in the Executive Board of Air Cargo Community. She has worked for her employer for 15 years in various management roles. In 2017, she became Managing Director of UPS Supply Chain Solutions in Germany and Austria and she is also responsible for Switzerland and Scandinavia. Susanne Klingler-Werner is taking over from Götz Wendenburg, Station Manager at DHL Global Forwarding, who did not stand for re-election.

"I would like to offer my warmest thanks to Götz Wendenburg. His critical yet always constructive spirit helped the Community to make strong progress. I would also like to thank Michael Müller, who is also leaving the Board. Fraport and the entire air cargo community in Frankfurt have very close links to one another. Michael Müller has been instrumental in discussions amongst all partners on the Executive Board", explains Joachim von Winning. "I am also very much looking forward to working with Susanne Klingler-Werner and Dr. Pierre Dominique Prümm. Their proven expertise will certainly offer valuable stimuli for our collaboration within the Community."

DRONAMICS

reveals plans for first five European droneports

DRONAMICS HAS REVEALED WHICH FIVE EUROPEAN AIRPORTS IT WILL USE AS BASES FOR CARGO DRONE OPERATIONS.

Rather than offering final mile delivery, the "middle-mile" drone developer aims to connect its "droneports" in Europe with same-day services using its Black Swan cargo drones, which are capable of carrying 350 kg and have a range of up to 2,500 kms.

The first five airports in the network are: Liège Airport, which serves as Alibaba's European Hub and Brescia Airport, the national hub for the Italian postal system, as well as Skövde (Sweden), Seinäjoki (Finland) and Osijek (Croatia).

It has plans to add another 30 droneports to the network in the future. The launch of the network comes as the European Union's (EU) unified drone regulations are set to kick-in on January1.

Dronamics said it is already preparing for the necessary certification under the new rules, aiming to obtain operational authorisation by the end of 2021 with the first commercial flights of the same-day drone cargo services expected to begin in early 2022.

Svilen Rangelov, co-founder and chief executive of Dronamics, said: "The power of logistics to unlock economic value and opportunity is second to none. This is why especially in a post-2020 world, it is increasingly important to ensure same-day shipping is available not just in big cities, but in every community, no matter how small or remote.

"Now, more than ever before, it's vital for countries to ensure uninterrupted trade and supply lines with their neighbors no matter what, and our international droneport network will allow just that. "We are starting with Europe not just because our 2,500 km range allows us to cover the whole continent in one flight, but also because the EU and EU Aviation Safety Agency have shown remarkable regulatory leadership in the field of air mobility, and we are happy to find such great airport partners who will work with us to pioneer this emerging technology."

Steven Verhasselt, vice president commercial at Liège Airport, said: "We believe that unmanned air freight will be an important part of the future of the logistics industry. With the capabilities of the Black Swan, Dronamics taps into the growing segment of on-demand same-day delivery in e-commerce, pharma and time-critical cargo. Innovation is key in our industry to meet the current and future challenges and developing LGG as a drone hub is part of our strategic plan."

Massimo Roccasecca, group cargo director at SAVE Group, the operator of Brescia Airport, *added: "Earlier this year the whole world saw the effects that border closings and strict quarantine measures had on global supply chains, as the world was and still is combating the Covid-19 pandemic. But when you have a way to move cargo without traveling with it, supply chains become lockdown-proof. "Joining the strategic positioning of Brescia — in the center of the industrial Italian territory — as an airport that can service international unmanned cargo and serve as a gateway for Italy within this emerging market is a truly exciting opportunity."*

As part of the roll-out, the drone firm will base its droneport equipment at each location and will hire and train local staff to operate and handle the flights.

IBS Software is offering its iCargo customers the opportunity to increase their reach to the market and thereby scale their cargo revenues through a new partnership with CargoAi. By partnering with CargoAi, IBS' customers can extend their presence in new and existing markets by leveraging on digital sales and distribution services. This is a real 'helping hand' both for business and for digitalization within the industry.

IBS Software has been working with CargoAi since July 2020 to build a rich integration between iCargo and CargoAI using a scalable, API based architecture.

"Through this partnership, CargoAi and IBS Software have invested in creating platform-level integration to give our customers more choices on channels to digitally connect with their clients, faster time-to-market for such capabilities, and to do so with very little effort," says **Ashok Rajan, SVP & Head of Cargo & Logistics, IBS Software.**

He adds: *"We believe that innovation can be fast-tracked by partnering with companies like CargoAi bringing in new and improved ways of doing business like in sales and distribution, which is still very antiquated and legacy-based in the air cargo industry."*

Keen to offer a 'digital ecosystem' to its customers, IBS Software is making its motto of 'Partnering for Innovation" a reality. With this API based integration between platforms, airlines only have to turn on the switch for e-bookings from all over the world to reach their system. The process couldn't be easier for airlines – only a few days of tests are required between the platforms to get on board with CargoAi and no expensive bespoke IT development or complex system integration projects is required to deliver this capability. All the work has been done ahead of time by the two partners.

"The integration currently covers real-time e-booking and e-quoting, flight availability searches and shipment tracking. Lots of other possibilities exist, but this partnership is already showing just how essential synergies are in order to make digitalization accessible to all stakeholders in our industry, a goal that we share with IBS," says **Matthieu Petot, CEO of CargoAi.**

TUI, Condor and SunClass Airlines now live on CargoAi

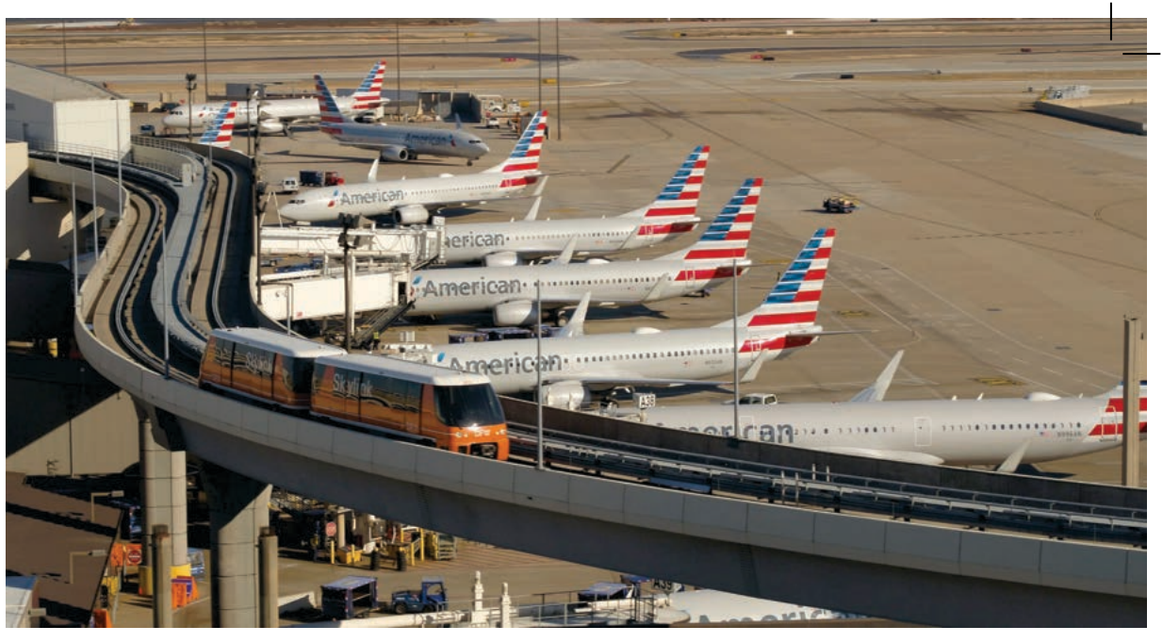
argoAi is increasing its offer to freight forwarders by making real-time prices and electronic bookings available on its platform for major leisure carriers: TUI, Condor and SunClass Airlines. This roll-out has been made possible thanks to the support of ECS Group, the GSSA of these airlines in Total Cargo Management.

Pursuing its digitization strategy for air freight, CargoAi thus offers its users access to a variety of air transport solutions anywhere in the world. *'These three airlines offer a multitude of destinations. Our users can now benefit from this by reserving their capacities on our platform in a few seconds', says* **CargoAi CEO Matthieu Petot.**

For ECS Group, the approach also aims to provide a premium service to its airline customers and above all, to offer them an additional sales tool for their cargo capacities.

'Our customers need us to support them in new ways to maximize their income, and digitizing the distribution processes is one of them. We therefore connect to all major e-booking platforms in the market to sell the cargo capacities of airlines under Total Cargo Management contract in a more efficient way', explains **Cédric Millet, Chief Strategy and Digital Officer at ECS Group.**

This is an important step for CargoAi, which is aiming for a 'smooth, simple' digitization of the industry. 'We offer a turnkey service to our customers by doing all the technical work upstream, without the need for any investment on their part. These are the types of actions that will lead to a digitized industry, equal to its importance in the world economy', says Matthieu Petot.



DFW Airport

Invests In Cargo Technology Powered By Nallian

FW Airport is using Nallian's cloud-based data-sharing platform for cargo customers, allowing seamless transactions across the supply chain. Over time, this will include freight forwarders, shippers, ground handling agents, 3PLs, airlines, Customs and Border Protection, and trucking companies – empowering them to coordinate their cross-company processes.

"DFW Airport continues to focus and invest in our cargo business. This new platform makes processing cargo through DFW more efficient by providing accurate and timely information to our cargo community," said **John Ackerman, Executive Vice President of global strategy and development at DFW Airport.** *"We are excited to work with Nallian and our international airport partners to offer this digital platform to our cargo and logistics customers."* **Jean Verheyen, CEO at Nallian,** *added, "We are honored to work with DFW Airport who is committed to raising the bar for innovation and excellence in air cargo. With Nallian's mission in mind – 'to make the world operate as one' – we are thrilled to see how our infrastructure also empowers forward-thinking airports such as DFW and their partners to leverage the power of digitization on a global level."*

This new application-based technology will reduce the amount of time and paperwork required for cargo shipments coming through the Airport and is part of the Airport's digital transformation strategy. A dedicated Slot Booking application allows truckers and freight forwarders to request and reserve dock door slot times, eliminating wait times while reducing roadway congestion and harmful emissions. Future enhancements will include real-time pharmaceutical tracking and monitoring capabilities, ensuring higher levels of safety and product integrity. This allows multinational collaboration among global cargo hubs. DFW is focused on air cargo, an essential industry to North Texas. The Airport handled 971,000 tons of cargo in FY19 and has steadily risen to become one of the top international cargo hubs. DFW's central US location is the nexus of Latin America-Asia transit freight and an ideal hub for e-commerce. Strong Asian freighter service and the ongoing growth of its Latin America network add to DFW's geographic advantage.

CHAMP Cargosystems and CargoAi join forces

HAMP Cargosystems, the leading air cargo systems provider, announces its partnership with CargoAi. By connecting their systems through APIs, both partners are giving their users new connections and capabilities for the future. CHAMP offers increased visibility to CargoAi for its more than 100 airlines and GSAs customers. In return, CargoAi offers CHAMP clients a new sales channel. And CargoAi increases its capacity to make quotes, prices and bookings instantly available to freight forwarders.

CHAMP is one of the leading IT providers in air freight and has always been at the forefront of innovation to guarantee high performance, time-saving and revenue maximization to its customers. This partnership proves it once again and further increases CHAMP's already very varied and highly flexible service offering.

'Our clients and users are at the heart of this partnership. Creating value for them has always been our priority and that is why we have the widest range of suites of systems dedicated to air freight. Being available on CargoAi, if they wish, is therefore an additional service that we can offer our clients', says **Nicholas Xenocostas, VP Commercial & Customer Engagement at CHAMP Cargosystems.** As he sees it, now is the time to *"deliver innovation faster" to support and transform customers' business processes, while bringing "more digitalization and visibility" to the air freight industry.*

Connecting via APIs, CHAMP and CargoAi in effect enable supply chain partners to be integrated: airlines, freight forwarders and GSAs can thus connect and exchange information very easily.

'Our goal remains the same: to make digitization accessible to all industry players. This partnership with CHAMP, the leading air cargo systems provider, is a real boon for our customers. Because thanks to the joint work we have accomplished, our customers can grow their businesses by being connected to each other, without having to do anything,' says CargoAi CEO Matthieu Petot. 'CHAMP and its teams are the gold standard in our industry and working with hese cargo system experts is a fantastic opportunity.'

WFS deploys Descartes' Bluetooth tracking technology

for real-time visibility of premium products and improved ULD utilization

orldwide Flight Services (WFS), the world's largest air cargo handler, is offering its airline customers enhanced real-time shipment visibility and cost-efficient asset management solutions by deploying Descartes Core Bluetooth Low Energy (BLE)™ readers across its global cargo operations.

Already live at WFS' airport locations in Paris, London, Brussels, Frankfurt, Madrid, New York, and Houston, the Bluetooth readers will be introduced at other international stations in the company's network spanning 175 major airports in 22 countries to track cargo, parcels and mail shipments, in line with customer demand.

Designed to help deliver end-to-end visibility across entire air cargo supply chains, the Descartes readers capture the movement of shipments and ULDs that have either Descartes or third-party BLE tags attached. Shipment status can be tracked in real-time whether cargoes are in the air or on the ground. The solution also improves ULD asset management by identifying the locations of containers, helping optimize ULD inventory, and reduce the costs associated with misplaced equipment or the requirement to lease additional ULDs.

John Batten, Executive Vice President Cargo – EMEAA at WFS, *said: "In today's challenging market conditions, it is more important than ever to implement new technologies that support the efficiency of our worldwide operations and which give our customers greater visibility of their cargo and assets to either generate new revenue opportunities or achieve business efficiencies. Descartes' Bluetooth readers automate the end-to-end tracking of freight shipments and offer real-time status reports such as precise temperature, movement, shock, light, and humidity data. This is especially important for the high-value and temperature-controlled types of cargoes which provide premium revenues for our customers."*

"We're pleased to help WFS enhance the value of its cargo services offering and the global reach of BLE-enabled tracking locations," said **Scott Sangster, Vice President, Global Logistics Network at Descartes.** *"With greater transparency into the location and condition of ULDs and ground handling equipment through innovations in IoT and network technology, Descartes is helping the air cargo community deliver end-to-end shipment visibility and more secure and efficient air cargo logistics operations."*

Worldwide Flight Services (WFS) Invests in Cyber Security Monitoring Solution with Transputec

orldwide Flight Services (WFS) has partnered with Transputec, a leading managed IT services provider, to boost cybersecurity monitoring across its global network in support of its commitment to delivering best-in-class safety and security.

As its preferred supplier, Transputec will provide round-the-clock protection of WFS's aviation cargo and ground handling operations, which comprises 21,800 employees at 171 stations in 22 countries across 5 continents.

Transputec will supply WFS with all the relevant technology and services delivered in collaboration with ThreatSpike Labs, the cybersecurity intelligence company. The team of cybersecurity experts assigned to WFS will provide 24/7 monitoring for security risks or incidents, helping to resolve them before they become an issue.

WFS decided to partner with Transputec after it came out on top in proof of concept trials involving various potential suppliers, and based on its expertise and the cost efficiency of the solution offered.

Pedro Garcia, Group Chief Information Officer for Worldwide Flight Services, commented: "Safety and security will always be WFS's top priority to underpin the vital services we provide for our airline customers at airports around the world. We take this responsibility very seriously and are constantly reviewing our systems and processes to ensure they are fit-for-purpose against potential threats and to protect our business continuity.

Transputec is providing critical managed services that enable us to improve the resilience, efficiency, and security of our global operations, which gives us the peace of mind that any security anomaly or incident will be managed and resolved instantly."

Sonny Sehgal, the CEO, Transputec, added: "We are excited to be working with such a respected market leader as WFS and pleased to be helping to further improve the company's security programme to increase the value of its services. Our team have already been welcomed as an extension of their IT function and a core part of their security team and will offer specialist help and digital expertise to support the integrity and growth of WFS' operations around the world."

Lufthansa Cargo accelerates booking process

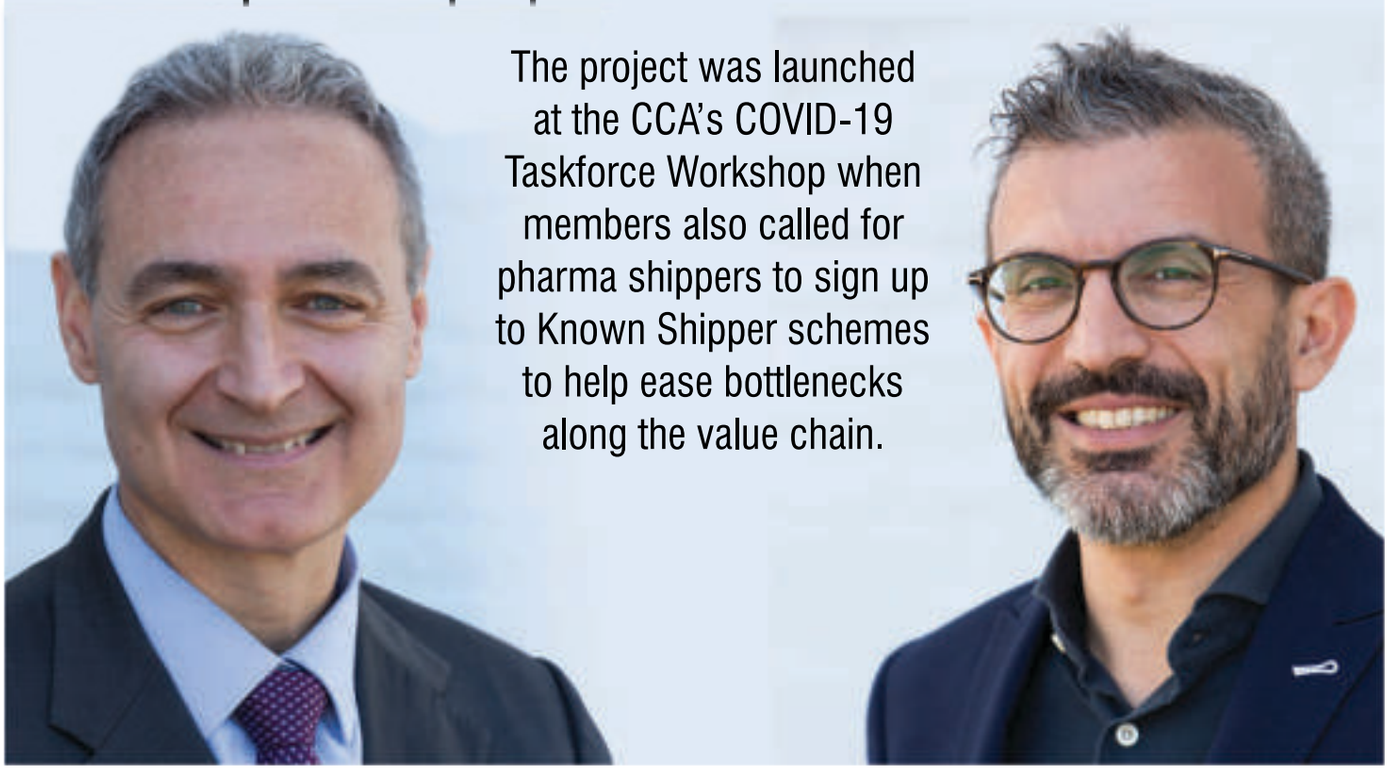
hree easy steps to booking: that is what the new online booking portal e-Booking has been offering all Lufthansa Cargo customers since yesterday. All that is now required to make a booking is to define the shipment, choose the product, and confirm the route. The system guides customers through the booking process with automatic suggestions and suitable options. The booking system then calculates a price that can be booked directly. Changes can also be made afterward with just a few clicks. This makes the booking even faster and easier for all customers and also allows them to confirm the booking immediately. The cargo carrier is thus once again driving the digital transformation in the air cargo industry. The new booking portal also demonstrates Lufthansa Cargo's responsibility towards the climate and environment: with the integrated carbon calculator, all customers have the opportunity to check the CO2 emissions caused by their transportation and having them offset in the future.

"Most of our customers already book online. With the new e-Booking, we are improving the usability for our customers. Access to our capacity with bookable prices is now even easier for our customers 24/7. Our sales department will continue to focus on the individual needs of our customers," explains **Dorothea von Boxberg, Lufthansa Cargo Chief Commercial Officer.**

Following the expansion of the digital interfaces, the introduction of the dynamic pricing "*RapidRateResponse*" and digital PreCheck of shipments, Lufthansa Cargo has reached another milestone in its digitalization strategy with the new e-Booking. At the same time, the cargo airline has taken a decisive step forward in digitally mapping the entire supply chain and separating the data flow from physical freight traffic.

Cool Chain Association

launches change management Matrix to Assist Airports to prepare for the Covid -19 Vaccine



The project was launched at the CCA's COVID-19 Taskforce Workshop when members also called for pharma shippers to sign up to Known Shipper schemes to help ease bottlenecks along the value chain.

The Cool Chain Association (CCA) has launched a COVID-19 Distribution Change Management Matrix aimed at supporting airports to prepare their logistics for COVID-19 vaccines in a methodical way.

The Matrix looks at adherence to temperature requirements, packaging, forecast and quantity, and timeframe across different stages in a vaccine's journey through an airport.

CCA will share the Matrix with members for them to complete and then bring together the information to help the supply chain to focus on potential pinch points, training needs, safety and security, as well as supplier and risk management, and quality.

The Matrix also incorporates sections on facilities, and warehouse, and ramp operations.

"CCA members can share vital information, which, once consolidated, will provide a useful resource as the industry prepares in the best way we can for the distribution of the vaccines," said **Nicola Caristo, Secretary General of the CCA and Airline Partner Manager, SkyCell.** *"We are not aiming to suddenly find an end-to-end solution, but focussing on airports, where we know there are potential bottlenecks and where we can use the vast knowledge in our network to help establish workable guidelines."*

The scheme was unveiled during CCA's recent COVID-19 Taskforce Workshop, where the focus was also placed on the need for both shippers and legislators to play their part.

"It will be essential to have the buy-in from Customs and other legislators," said **CCA Board member Fabrizio Iacobacci, Head of Pharma Business Development at Bcube Air Cargo.** *"But we should also look at encouraging shippers to be involved and start investing in signing up for Known Shipper status wherever possible to help speed up the process."*

Guest speaker **Ruud van der Geer, Global Deliver Strategy Team MSD said** *the pharma industry was working to be as prepared as possible in volatile times. "The biggest challenge is that we have to develop a network, but there are still so many unknowns, from the required shipping temperature to where it will be manufactured and delivered, and the overall manufacturing capacity," he said.*

"We have to build something scalable and sustainable, sustainable because we have other products in our portfolio, and we have to make sure this doesn't impact access to existing medication. "We need a standardised solution, there is no benefit to everyone coming up with their own supply chain solution, that means we need to stay connected and keep talking."

Workshop members also heard from new CCA member **Stefan Braun, Managing Director of SmartCAE,** behind a software platform for the simulation of Temperature Controlled Logistics called the Virtual Cold Chain. Braun demonstrated a case study on how the Virtual Cool Chain could help plan a robust distribution of Covid vaccines needing to travel at -70 Celsius.

"The idea is to connect all of the different stakeholders, from packaging companies to the pharma companies, to put the data together so that we can determine what the optimal packaging is and the optimal service on the lane to deliver with minimum risk and in the most cost-efficient way, " he said. "To do this virtually takes minutes, versus hours for an actual journey."

New **IATA Guidance** Prepares for **Global Vaccine** Distribution

The International Air Transport Association (IATA) released guidance to ensure that the air cargo industry is ready to support the large-scale handling, transport, and distribution of a COVID-19 vaccine. IATA's Guidance for Vaccine and Pharmaceutical Logistics and Distribution provides recommendations for governments and the logistics supply chain in preparation for what will be the largest and most complex global logistics operation ever undertaken.

Reflecting the complexity of the challenge, the Guidance was produced with the support of a broad range of partners, including the International Civil Aviation Organization (ICAO), International Federation of Freight Forwarders Associations (FIATA), International Federation of Pharmaceutical Manufacturers and Associations (IFPMA), Pan American Health Organization (PAHO), UK Civil Aviation Authority, World Bank, World Customs Organization (WCO) and World Trade Organization (WTO). The guidance includes a repository of international standards and guidelines related to the transport of vaccines and will be updated regularly as information is made available to the industry.

Accompanying the guidance, IATA established a joint information-sharing forum for stakeholders.

"Delivering billions of doses of a vaccine that must be transported and stored in a deep-frozen state to the entire world efficiently will involve hugely complex logistical challenges across the supply chain. While the immediate challenge is the implementation of COVID-19 testing measures to re-open borders without quarantine, we must be prepared for when a vaccine is ready. This guidance material is an important part of those preparations," said **IATA's Director General and CEO, Alexandre de Juniac.**

Key challenges addressed in IATA's Guidance for Vaccine and Pharmaceutical Logistics and Distribution include:

- The availability of temperature-controlled storage facilities and contingencies when such facilities are not available
- Defining roles and responsibilities of parties involved in the distribution of vaccines, particularly government authorities and NGOs, to assist safe, fast, and equitable distribution as broadly as possible
- Industry preparedness for vaccine distribution which includes:

Capacity & Connectivity: The global route network has been reduced dramatically from the pre-COVID 22,000 city pairs. Governments need to re-establish air connectivity to ensure adequate capacity is available for vaccine distribution.

Facilities and infrastructure: The first vaccine manufacturer to apply for regulatory approval requires the vaccine to be shipped and stored in a deep-frozen state, making ultra-cold chain facilities across the supply chain essential. Some types of refrigerants are classified as dangerous goods and volumes are regulated which adds a layer of complexity. Considerations include the availability of temperature-controlled facilities and equipment and staff trained to handle time- and temperature-sensitive vaccines.

Border management: Timely regulatory approvals and storage and clearance by customs and health authorities will be essential. Priorities for border processes include introducing fast-track procedures for overflight and landing permits for operations carrying the COVID-19 vaccine and potential tariff relief to facilitate the movement of the vaccine.

Security: Vaccines are highly valuable commodities. Arrangements must be in place to ensure that shipments remain secure from tampering and theft. Processes are in place already, but the huge volume of vaccine shipments will require early planning to ensure that they are scalable.

Pharmaceutical supply chains ready to manage 'the biggest security challenge for a generation'

Pharmaceutical supply chains are about to face their biggest security challenge for a generation as the world prepares for life-changing deliveries of Covid vaccines, says the Transported Asset Protection Association (TAPA). An estimated 7-19 billion doses of the vaccine will be required to eradicate Covid-19 globally, enabling 60-70 of the global population to gain immunity and to stop the virus from spreading. With over 50 million confirmed cases of the virus still being treated and the tragic loss of more than 1.2m lives, the world is waiting for a vaccine to deliver long-awaited health and wellbeing assurances.

This expectation is placing unprecedented demands on pharma supply chains but the industry will be ready to ensure doses of the vaccine reach patients across the globe safely and securely, and with their integrity intact, says Thorsten Neumann, President & CEO of TAPA's Europe, Middle East & Africa (EMEA) region. TAPA, the world's leading supply chain security and resilience association, includes over half of the world's top 25 pharmaceutical companies in its membership, and Neumann says this reflects the industry's total commitment to supply chain risk management and loss prevention.

"Ensuring the secure storage, transportation, and delivery of every pharmaceutical shipment is of paramount importance to the healthcare industry to ensure patient safety. This explains why pharmaceutical supply chains are among the most resilient of any sector. In terms of cargo security, the true cost of loss of a pharma cargo has been estimated to be between 5-7x the value of the product because of the domino-effect it creates, including wide-scale product recalls, to say nothing of the reputational damage to companies. Product losses are the biggest threat but contamination of pharma cargoes during a cargo crime – even if they are not stolen – can be just as damaging.

"In terms of world health, the Covid vaccine represents the biggest supply chain security challenge of our generation because so much is expected from both a public health and economic perspective. It is no coincidence that on the day we saw an announcement about successful vaccine trials, European stock markets soared by 7%, so there's so much at stake for both the pharma industry and its logistics service providers," **Neumann commented.**

With vaccine deliveries expected to begin as early as next month, the focus of all supply chain security stakeholders will be to avoid any disruption to the delivery process and to protect the integrity of vaccines on their way to patients. TAPA EMEA, however, says companies must leave no stone unturned in assessing the associated cargo security risks and requirements on a country-by-country basis because the threat of cargo theft is never far away.

"With a black market controlled by supply and demand, Organised Crime Groups (OCGs) will be very aware of the value of doses of the vaccine and are highly likely to be looking for ways to intercept supply chains to steal shipments, especially with such high volumes being distributed within a short timescale. If such losses do arise, the impact on the global community will be much more far-reaching than the theft of a single shipment of vaccines. As we have already seen this year with the high number of thefts of Personal Protective Equipment (PPE) from supply chains, cargo thieves are very active in targeting Covid-related products so, as an industry, we must be ready," **Neumann adds.**

TAPA members involved in vaccine distribution can use the Association's cargo crime intelligence tools and industry standards to effectively support their in-house supply chain security programmes. TAPA's Incident Information Service (IIS) allows members to see trends relating to recorded thefts of pharmaceutical cargoes by types of incident, location, the product is stolen, and the modus operandi used by offenders. This helps companies avoid routing deliveries through cargo crime 'hotspots.' Companies using supply chains protected by TAPA Facility Security Requirements (FSR), Trucking Security Requirements (TSR), and Parking Security Requirements (PSR) certifications will also have robust measures in place for product storage and transportation, as well as for secure truck parking of loaded vehicles.

Thorsten Neumann stated:
"Through our members, TAPA already plays an important role in helping to safeguard the security and integrity of pharmaceutical cargoes – and this is now more important than at any time in our 23-year history. Our cargo crime data already shows that even with the best efforts of industry, facilities storing and trucks delivering pharmaceuticals are targets for violent attacks, hijackings, and robberies. This is why we expect to see an unprecedented supply chain security programme in place to protect deliveries of Covid vaccines which may include the use of armed escorts, additional truck security, and driving in secure convoys, depending on the level of risk in each geography. Some countries may even be considering military support to ensure vaccine deliveries are not delayed in any way. TAPA is also ready to offer any help we can."

As **vaccine shipments** accelerate, Boeing and FAA highlight dry ice guidelines

As the world's airlines begin distributing Pfizer's Covid-19 vaccine to various corners of the globe, Boeing and the Federal Aviation Administration are reminding carriers about dry-ice shipping guidelines.

That is because Pfizer's vaccine must be shipped with dry ice, and dry ice – in excessive quantities – can cause problems in aircraft cabins.

ansport Covid-19 vaccines, operators may plan to carry dry ice quantities larger than quantities they may carry during typical operations," says an FAA 10 December safety alert. "This volume of dry ice may present risks that existing mitigations do not adequately address."

The FAA's alert came ahead of the vaccine shipping frenzy. The US Food & Drug Administration approved Pfizer's vaccine on 11 December, and US passenger and cargo airlines have started distributing the inoculation.

Because Pfizer's vaccine must be kept at a chilly -70°C (-94°F), the drug company packs it with dry ice in custom boxes.

Each box contains 23kg (51lb) of dry ice, according to Pfizer. Reports say each box holds 5,000 vaccine doses.

"High levels of CO_2 gas in compartments can lead to unrecognized degradation of cognitive functioning and present an asphyxiation hazard to persons in that space," the FAA adds.

Just how much dry ice can a jet carry?

ANA Cargo's website says it allows 800kg of dry ice on passenger 777-300s, 250kg on passenger 737s, and 1,300kg on freighters, according to its website.

A 2005 ICAO document shows that one airline, in the past, permitted 114kg of dry ice on narrowbodies and 200kg on widebodies.

But when carried in insulated containers, limits jumped to 1,088kg for widebodies.

But the FAA recently approved United Airlines to transport 6,800kg of dry ice on some flights, according to reports.

The FAA publishes a formula for determining the limit, and Boeing provides airlines with guidance and related charts.

"We are in very much a supporting role with our operators. We've worked proactively to provide our operators with the guidance they need to transport dry ice," says **Boeing engineering leader Dan Freeman.** *"At the end of November, we issued new charts for all of our models."*

Several factors determine how much dry ice a jet can safely carrying, including cabin volume, temperatures, aircraft model, the capability of the jet's environmental control

system, number of people aboard, and the sublimation rate of the dry ice.
Sublimation is the process by which dry ice, which is frozen CO2, converts over time to gaseous CO2.
Sublimation rates vary significantly based on the packaging in which the dry ice ships, according to FAA documents.
In 1963, Pan American conducted tests showing that 100lb of dry ice lost about 1lb through sublimation hourly – a 1 sublimation rate. A later FAA study puts the rate at about 2 for smaller amounts of dry ice.
Another vaccine made by Moderna does not need to be kept so cold and therefore may not require dry ice to ship.

Kaye Introduces the Kaye ®Log -80

Vaccine Temperature Logger for Cold Chain Market to Address COVID-19 Vaccine Storage and Transportation Requirements

aye has been a leader for over 60 years in the Validation and Monitoring of critical process data. With its introduction of the Kaye Log -80 Vaccine Temperature Logger and KayeTrack Cloud Kaye has applied the same quality principles to ensure the validation and safety of the Cold Chain. This NFC Logger with external probe allows the precise recording and monitoring of products that are using Dry Ice pellets for Cold Chain shipment and storage. Shipments of vaccines and plasma at -70°C (- 94°F) are very sensitive for breaking of the container seal, which will quickly allow the internal temperatures to rise to a critical level.

Drugs, vaccines, blood and biological materials are extremely sensitive to temperature variations. They must be kept and transported within a controlled temperature range during storage and transit; these are well known facts. However, during the recent fight against the COVID-19 Pandemic and with vaccines on the horizon, the demand for 24/7 temperature monitoring within the Cold Chain received another requirement, ultra-low measurements down to -70C. Besides the technology of monitoring at ultra-cold temperatures, the requirement of fast access to the temperature data without disturbing the integrity of the packaging, is foremost. Any removal of the logging device from the package, use of USB and local software applications will impede the process flow. Threshold LEDS allow the recipient to quickly see if the threshold limits have been breached, and with a quick swipe of an NFC device, all data is loaded to a local smartphone application and to the KayeTrack cloud, with corresponding email alerts, emailed PDF reports and GPS location information.
The Kaye Log -80 Vaccine Temperature Logger is an extension of Kaye's Cold Chain solutions. From Thermal Validation, Continuous Monitoring, and Cold Chain Loggers, Kaye is committed to providing accurate, reliable, secure data and systems to help ensure the quality of all Pharma/Biotech products.
https://www.kayeinstruments.com/kaye-log-80-vaccine-temperature-logger

TIACA, together with Pharma.Aero released a special report for air cargo, pharmaceuticals, and life sciences professionals detailing the requirements and airfreight preparedness for COVID-19 vaccine transportation.

Air Cargo Industry Improves its Readiness to Transport **COVID-19 Vaccines**, but More Collaboration is Required

The Sunrays project report shows that 46 of air cargo industry stakeholders, including airlines, freight forwarders, ground handlers, airport operators, and IT solution providers, now feel well prepared for the transportation of COVID-19 vaccines, a significant increase compared to only 28 feeling ready two months ago. Although the improvement is seen across the whole industry, ground handlers, who were the least prepared in September, reported the strongest jump in preparedness. *"Industry has stepped up its efforts to get ready for the largest logistics effort ever seen and with 79 feeling more prepared than 3 months ago, we applaud the readiness progress the air cargo community has made," stated* **Nathan De Valck, chairman of Pharma.Aero's Board of Directors and member of the Sunrays project.** *"It is very encouraging to see that the majority of our industry has established working relationships with vaccine manufacturers, dedicated teams in place, and collaborates with their supply chain partners to handle the logistics of COVID-19 vaccines."* The report also examines currently known requirements for COVID-19 vaccine logistics for the front runner manufacturers such as AstraZeneca and the University of Oxford, Pfizer and BioNTech, Moderna, GSK and Sanofi, J&J, as well as the procurement and logistics strategies by individual countries and international bodies, like the EU and COVAX, and locations of vaccine trials and production.

AREAS OF PRIORITY

"Although the air cargo industry has scaled up its capabilities, collaboration, and readiness in the past couple of months, and COVID-19 vaccines are getting approved for wide distribution, we still live in a world with a lot of unknowns. As new vaccine requirements, purchase deals, and regulatory approvals are announced everyday air cargo needs to work hand-in-hand to be agile enough to deliver vaccines safely at scale" – said **Emir Pineda, Member of TIACA's Board of Directors.** Air cargo players need to continue working together in full transparency to ensure integrated, fast, secure, and reliable delivery of vaccines, concretely:

STRENGTHENING INDUSTRY COLLABORATION

- Vaccine manufacturers need to share information needed by all their logistics providers as early as possible to allow them to make needed investments in time.
- Air cargo players should ensure their sub-contractors and supply chain partners receive the right level of information as early as possible.
- The industry needs to adopt a local air cargo community approach to strengthen collaboration at local levels.

ENSURING SECURITY

- Security and cyber-security measures need to be put in place to avoid theft and counterfeit.

RAMPING-UP CAPABILITIES

- Dry ice, active containers, trained staff, and cold chain space availability should be secured early.
- Infrastructure investment decisions should be made as early as possible.

MPROVING VISIBILITY

- Each air cargo stakeholder should map its existing capabilities at each location and make this information available, using information-sharing platforms like the IATA ONE Source, Validaide, or others.
- The use of tracking and monitoring devices is encouraged and the approval processes for their safe use in-flight needs to start as soon as possible.
- The rollout of digital solutions and data sharing platforms should be accelerated.

REMOVING BARRIERS

- Governments, customs authorities, and border agencies should be ready to facilitate and expedite all COVID-19-related goods.
- International organizations, NGOs, and donors should support cool chain capacity-building efforts in the least developed countries to ensure no one is left behind in the upcoming global immunization campaign.

Jettainer makes vaccine transportation in cool **ULDs plain** sailing with cool&fly

One of the largest and most complex logistical operations ever undertaken will launch as soon as a Covid-19 vaccine has received approval. Temperature-controlled Unit Load Devices (ULD) are expected to become a limited resource within air transportation. The increasing demand for cool transport solutions and interaction between the growing number of stakeholders will prove complex and time-consuming. cool&fly, a unique management service offered by Jettainer for temperature-controlled ULDs, is the perfect solution to maximize the efficient use of cool containers. Jettainer's dedicated temperature control competence center in the Middle East will offer customers a single point of contact to ensure the smooth operation of the entire cool ULD journey and has been further resourced to meet the expected demand.

Securing supply and managing containers for temperature-sensitive goods is an extremely complex mission that requires absolutely accurate and attentive management. This includes on-time ordering and positioning, as well as constant traceability and monitoring throughout the entire process chain in order to be ready for an immediate response to all eventualities as there is no margin for error due to the highly valuable and sensitive goods involved.

Based on our longstanding expertise in temperature-controlled ULD management and in response to market needs, Jettainer has now launched a unique management service: cool&fly. The product is one of a kind, comprising full cool ULD order management, steering and positioning along with monitoring as well as after-service management. It is available to airlines, no matter their other ULD management setup. The dedicated cool competence center is the single point of contact for customers, providing customers with simplified interfaces and a worry-free process. The expert team selects the best rental trip based on Jettainer's global positioning network and ensures timely delivery through effective positioning and return of cool ULDs. Continuous monitoring allows for immediate and proactive intervention in the event of irregularities and the provision of 24/7/365 support. This approach allows Jettainer to significantly minimize the risks caused by the complex interaction between all supply chain stakeholders. cool&fly delivers demonstrable improvements when positioning and repositioning cool containers, thus maximizing the availability of cool ULDs.

Jettainer's cool competence center in the Middle East has bundled its wide-ranging experience in temperature-controlled ULD management for several years now, managing cool containers for companies including Lufthansa Cargo and American Airlines. Last year alone, the highly specialized team has managed almost 12.000 cool ULD orders, providing its customers with more secure supply, increased availability as well as substantial financial benefits due to optimized lease trips, as delays incur high demurrage costs. The team has now been further resourced and strengthened to meet the expected demands of customers and the market.

"The logistical challenges involved when transporting vaccines by air are huge. Maximizing the efficient use of the cool ULDs will be key - reliable management of all interfaces from a single point will minimize risks during the transport. cool&fly and our highly experienced cool competence center provide customers with the perfect solution," said **Thomas Sonntag, Managing Director of Jettainer GmbH.**

SAL Unveils New Pharma and Perishable facilities in Riyadh

audi Arabian Logistics Company (SAL), Saudi Arabia's leading cargo ground handler and logistics provider, is pleased to announce the unveiling of its new pharma and perishable facilities at the Cargo Village in Riyadh, specializing in perishables and all types of pharmaceuticals, including the much-awaited COVID vaccines soon to be rolled out worldwide.

His Excellency the Saudi Minister of Transport Eng. Saleh bin Nasser Al-Jasser inaugurated SAL's new facilities at the country's main gateway, King Khalid International Airport in Riyadh, Saudi Arabia.

SAL, a subsidiary of the Saudi Arabian Airlines Corporation, is tasked to complement the nation's goal of creating a global logistics hub.

With 5,000 square meters of storage, the pharma and perishable facilities combined can adequately handle up to 365,000 tons of cargo a year. With SAL's partnership with the Saudi Customs, Saudi Food and Drug Authority has made clearance of shipments becomes easier and faster.

The new facilities have four docks for loading refrigerated containers. The project, which started its operations, also has twelve warehouses with different temperatures ranging from minus 20 degrees Celsius to 25 degrees Celsius to suit the nature and type of cargo to be stored. In addition, within the facility, there is a special storage dedicated for flower cargo.

SAL CEO Omar Hariri commented, "The launch of the Riyadh Cold Storage facilities comes at a historic moment that coincides with the world's anticipation for the delivery of the COVID vaccine. This urgency makes us harness the capabilities of the operation capacity of our pharmaceutical facility and be fully prepared to receive and handle the new vaccines in coordination with the health authorities."

The new project, he added, will enhance SAL's handling and storage services for medical and pharmaceuticals in line with the highest quality standards approved by the EU GDP. The opening of the facilities ushers in a new and advanced phase for handling sensitive cargoes including foodstuffs that require special care.

Within the facilities, there are divisions run by the Saudi Food and Drug Authority and the Saudi Customs to inspect and expedite the cargo handling process to avoid an unbreakable cool chain.

The new facilities also feature a 650 sqm temperature control breakdown area. There's also an area for shipping refrigerated containers enough for 20 active containers. It is also equipped with a thermal isolation area.

Last May, SAL started its operations at its new facilities in the Riyadh-based King Khalid International Airport's Cargo Village. The total area of the facilities is 42,000 square meters while its operation capacity reaches 450,000 tons a year including cargoes and goods handled.

SAL aims to contribute to the Vision 2030 objectives and turn the Kingdom into a global logistics hub and invest in its strategic geographical location connecting three continents.The Saudi Ministry of Transport assured the country's transport infrastructure and facilities, particularly air cargo and logistics, are fully prepared to handle COVID-19 vaccines once it's ready for distribution.

THE UK, IRELAND, AND NORTHERN EUROPE'S PREMIER FREIGHT, TRANSPORT, LOGISTICS, AND SUPPLY CHAIN MANAGEMENT EVENT WILL TAKE PLACE 22ND-24TH JUNE 2021

Multimodal announces New June Dates for Next Years **14th** Show

The organisers of Multimodal have announced new dates for next year's 14th show, which will now run from the 22nd to the 24th of June 2021 at the NEC Birmingham.

The decision to move the show to new dates was taken as a result of directions provided by both Public Health England and the UK Government, and the Multimodal Team will continue to closely monitor the latest advice concerning COVID-19 to ensure the health and welfare of all those involved in the event.

"After 14 years, Multimodal has become an important event in the calendars of people on all sides of the supply chain, providing the information, inspiration, and contacts that they rely on," said **Robert Jervis, Logistics Portfolio Director, Clarion Events.**

"Whilst we are disappointed to make this decision, we have to place the safety of our customers, attendees, staff, and suppliers at the forefront of our thinking, bearing in mind both governmental directions and general public health advice. "Having canvassed the opinions of a large sample of visitors and exhibitors, it was clear that the pragmatic approach is to postpone the event in 2021."

The Multimodal Team will be in touch directly with exhibitors, sponsors, and visitors over the coming days and weeks to facilitate a smooth transition to the new dates for everyone involved.

TOGETHER FOR CLIMATE PROTECTION:

Lufthansa Cargo DB Schenker team up for first sustainable fuel flight

Lufthansa Cargo has flown a Boeing 777F flight from Frankfurt to Shanghai on sustainable aviation fuel.

Commercial flight from Frankfurt to Shanghai and back
Complete coverage by Sustainable Aviation Fuel
Regular CO2-neutral air freight as of springtime

This first CO2-neutral freight flight is made possible by a cooperation between DB Schenker and Lufthansa Cargo. The logistics service provider and the air freight company will transport goods from Siemens Healthineers AG, among others, on this flight. DB Schenker and Lufthansa Cargo are committed to sustainable air transport and agreed in November 2020 to exchange views on environmental issues and to jointly promote them - including the move away from fossil fuels in air freight transport.

Minister of Transport and Digital Infrastructure Scheuer: *"Even in the most severe crisis that has ever hit aviation, Lufthansa Cargo and DB Schenker are facing up to their responsibility for climate protection and are operating their first freight flight from Frankfurt to Shanghai entirely with sustainable alternative fuel. This is an important signal right now that the companies are looking to the future despite all the concerns and are taking important steps to make aviation more sustainable."*

"With this flight we are committed to the increased research and use of SAF so that sufficient quantities of the alternative fuel will be available in the future. In addition to investments in a modern freighter fleet, our commitment to this CO2-neutral flight also contributes to the United Nations' 'Climate Action' sustainability goal. Because Lufthansa Cargo takes its corporate responsibility very seriously and is actively taking measures to meet this responsibility and relieve the environment," explained Peter Gerber, CEO of Lufthansa Cargo.

"We are already further ahead than many think when it comes to climate protection in air freight. We can demonstrate this with the first CO2-neutral freight flight in history," says Jochen Thewes, CEO of DB Schenker. "With the start of the 2021 summer flight schedule, DB Schenker will offer greenhouse gas-neutral air freight as a regular product. As a logistics provider, DB Schenker is the link between the loading industry and the airlines in order to actually implement

climate protection in air freight. I am convinced that there is a great demand for this type of green transport and I am looking forward to seeing who will follow suit," **continues Jochen Thewes.**

"Getting our medical technology systems and important spare parts to where they are urgently needed and always being a reliable partner for our customers and their patients is our top priority. We are therefore all the more pleased that our logistics partners are sending an important signal and want to make air freight transport more climate-friendly in future. This is an important step towards sustainable transport routes," says **Dr. Frank Debus, Head of Customer Services Managed Logistics at Siemens Healthineers.**

Sustainable Aviation Fuel (SAF) refers to sustainable, synthetic kerosene. It is currently produced mainly from biomass, for example from sustainable or recyclable vegetable and cooking oils. In future, non-plant-based renewable fuels will also be available. The best-known production process for this is the so-called power-to-liquid concept (PtL) based on renewable electricity, water and CO2.

By using SAF, the fossil CO2 emissions of a flight with conventional kerosene are completely avoided. During combustion in the engine, only CO2 is released that was previously removed from the atmosphere, for example during plant growth. SAF is thus the first real alternative to fossil aviation fuel and the key to climate-friendly, CO2-neutral air traffic.

In addition, DB Schenker and Lufthansa Cargo are also using a reforestation project to compensate for the CO2 emissions and other greenhouse gases that result from the production of the biomass, processing and transport of the SAF. This ensures that the flights are completely greenhouse gas neutral overall.

The SAF used can be added to conventional kerosene as a so-called drop-in fuel and is therefore practical and suitable for everyday use without the need for adjustments to the aircraft and the supply logistics chain. For this reason, a quantity of SAF corresponding to the fuel requirements for the flights from Frankfurt to Shanghai and back is fed into the refuelling system at Frankfurt Airport. Each aircraft subsequently refuelled from the fuel depot receives and physically consumes a small amount of SAF. However, the CO2 avoidance achieved in this way is credited in full to Lufthansa Cargo and DB Schenker.

This is the first step in a joint effort agreed in November to move away from fossil fuels in aviation. The aim of the cooperation is, among other things, the regular exchange of information, the promotion of environmentally friendly technologies such as SAF. DB Schenker and Lufthansa Cargo combine the start of their first CO2-neutral flights with a call to shippers, logistics providers, airfreight carriers and also politicians to work together on expanding production and infrastructure and thus improving the availability of sustainable aviation fuel. Both companies are leading the way and will regularly offer CO2-neutral air freight as a product for the shipping industry from the summer flight schedule onwards.

ENVIROTAINER BROADENS its partnership with Unilode to support global COVID-19 vaccine distribution

nvirotainer, the global market leader in secure cold chain solutions for air transport of pharmaceuticals, broadens its existing partnership with Unilode Aviation Solutions, the leading provider for outsourced Unit Load Device (ULD) management and repair solutions, to meet the upcoming worldwide demand for the COVID-19 vaccine distribution.

Envirotainer has increased its active temperature-controlled container capacity at several key locations around the world for its customers in the pharmaceutical supply chain to ensure the fast, safe and reliable delivery of vaccines and other healthcare products, which require high-quality cold chain packaging solutions. Envirotainer has been working with Unilode since 2013 for the repair, maintenance, handling, transportation and storage of temperature-controlled active air freight containers at 24 strategic locations. The latest joint service innovation is the development of pop-up ground handling and repair shops. These will be implemented, at short notice, for large volume COVID-19 vaccine distributions, closer to key pharmaceutical production hubs, to ensure the fast and safe delivery of the much needed vaccines across the world.

Niklas Adamsson, COO Envirotainer, *said: "Unilode has been Envirotainer's trusted partner for several years, and especially in these times our partnership is very important for our operations as it enables Envirotainer to support the upcoming unprecedented global demand of vaccine distribution with our cold chain solutions. Unilode is increasing its MRO capacity at key locations and will support Envirotainer with maintenance and repair services at our recently started ground operations in Beijing, China. Unilode's expertise in the maintenance and repair of Envirotainer's active containers will ensure the optimal performance of our containers when time is of the essence and availability of the units is crucial to ensure the success of global vaccine distribution. We look forward to deepening our partnership with Unilode."*

Don Jacobs, Managing Director MRO Solutions, Unilode, *said: "As the world prepares for the distribution of the COVID-19 vaccine, stakeholders in the air cargo and pharmaceutical supply chain need to ensure a seamless and efficient end-to-end cold chain that includes the availability of temperature-controlled containers for the quick and efficient transportation of the vaccine. The strong partnership between Unilode and Envirotainer has provided a solid foundation to look for additional solutions to support the aviation and pharmaceutical industries and we have developed joint initiatives to meet the anticipated high demand for the distribution of pharmaceuticals around the world. Unilode's global ULD MRO solutions make it possible to provide additional repair capability to meet its partners' requirements and we are pleased that Unilode can help support the global distribution of the COVID-19 vaccine by saving time and increasing the availability of active containers for Envirotainer's pharmaceutical customers."*

New destinations for life-saving pharmaceutical products

DoKaSch Temperature Solutions and Air Europa sign Master Rental Agreement

DoKaSch Temperature Solutions and Air Europa have signed a Master Rental Agreement about the usage of the temperature-controlled Opticooler packaging solution. The collaboration opens up important new direct routes between Europe and Latin America. Until now, several destinations could only be reached by changeover flights from Europe. With the new agreement, forwarders and pharma producers now have new direct transport options, which is why the agreement is highly beneficial for global pharma logistics.

Air Europa is a Spanish airline based in Madrid. The airline offers flights within Europe, to Africa and the Americas and can in turn provide highly flexible services, which has become especially important in times of the Covid-19 pandemic. Most importantly, Air Europa is offering direct flights with wide-body aircrafts from Madrid to 21 destinations in Latin America. These include Asuncion (Paraguay), Montevideo (Uruguay), Quito and Guayaquil (Ecuador), Bogota and Medellin (Colombia), Santa Cruz (Bolivia), Recife, Sao Paulo, Fortaleza and Salvador (Brasil), Buenos Aires and Cordoba (Argentina), Lima (Peru), San Pedro Sula (Honduras) and Panama, among other destinations.

Since pharmaceutical goods are highly sensitive and require high standards when being transported, direct flights are always preferred by forwarders and pharma producers to avoid unnecessary risks. Air Europa will use DoKaSch's Opticooler, a highly reliable temperature regulated packaging solution. It comes in two sizes: The RKN version holds one euro-pallet, while the RAP version offers space for up to five euro-pallets. The Opticooler allows keeping the desired temperature level between two and eight degrees at all times, no matter the surrounding temperatures. It is equipped with batteries and only requires a power socket for charging.

"The destinations offered by Air Europa are an important addition to our network. While pharmaceutical products can be loaded onto trucks after they have arrived via planes, the road network and distances in these regions were not optimal for this, it simply takes too long," explains Andreas Seitz, Managing Director at DoKaSch Temperature Solutions. "For that reason, we looked for a partner who can offer steady direct connections to these destinations. Together with Air Europa, we can provide new important routes for life-saving pharmaceuticals."

Jordi Piqué, general manager at Air Europa Cargo, said: "At Air Europa we strive to offer the best service and we do so with the very best fleet. The agreement reached with DoKaSch Temperature Solutions gives us full assurance of being able to offer optimum transport of pharmaceutical products and those products that require controlled temperatures".

WFS investment in Milan earns Asiana Airlines' cargo contract

orldwide Flight Services (WFS) has won the handling contract for Asiana Airlines' freighter services at Milan-Malpensa Airport.
The airline operates three Boeing 747 freighter flights a week from the Italian airport to Seoul. WFS expects to handle some 15,000 tonnes of cargo annually for Asiana.
The new contract is a further justification of WFS' decision to invest in a new cargo terminal at the airport, which has the capacity to handle over 47,000 tonnes a year. Opened two years ago, it is the most modern cargo handling facility at Milan-Malpensa and already serves other leading international airline customers.
As well as operating the first new cargo terminal to open at Milan-Malpensa in over 14 years, WFS has ensured the 8,800 sq. mt. warehouse, ramp and office facility is fully equipped with the latest cargo handling equipment and systems as well as a cool zone for temperature-controlled shipments, such as pharmaceuticals.
Massimiliano Introini, Managing Director of WFS in Italy, commented: *"Winning this important contract with Asiana Airlines is a significant boost for our operation at Milan-Malpensa. Our decision to invest in a new facility at the airport was based on our long-term confidence in the Italian air cargo market and a belief that we would be able to attract world class airlines as customers. We are doing this successfully, and this is also a reflection of the great service levels being delivered by the WFS team in Milan. We look forward to more growth in 2021."*

While Milan-Malpensa represents WFS' first cargo handling facility in Italy, the company also provides cargo documentation services for airline customers in Rome and Venice.

Pelican BioThermal

Announces Korean Air Cargo Partnership

ew partnership expands Cr do™ on Demand global network in support of pandemic response Pelican BioThermal, the global name in temperature controlled packaging, announces its new partnership with Korean Air Cargo, the latest in the company's expanding network of worldwide alliances.
The significant new partnership will see the Asia airline utilize Pelican BioThermal's Cr do™ on Demand rental programme offering its high-performing shipper solutions direct to the airline's customers for the first time. The announced agreement gives the partner airline's customers rapid access to Pelican BioThermal's newly expanded range of temperature controlled packaging to cover both deep frozen and frozen applications, which include dry ice and PCM coolants, covering parcel and bulk sizes for single or multi use / reusable including rental through the Cr do™ on Demand programme.
The Korean Air Cargo collaboration is the latest key development in Pelican BioThermal's global transportation of temperature-sensitive pharmaceutical payloads and will assist with the pharmaceutical sector's ongoing rapid response to the global pandemic. Dominic Hyde, Vice President of Cr do™ on Demand at Pelican BioThermal, said: "We are delighted to announce this significant partnership with Korean Air Cargo. Together we will continue to provide safe shipper solutions to meet the rising requirements of the life science and pharmaceutical sector."
With a global network spanning 121 cities in 43 countries, Korean Air Cargo specializes in pharma temperature controlled transportation with excellent infrastructure in all gateways including 14 temperature-controlled storage in ICN, which acquired IATA CEIV Pharma certification. The latest partnership is part of Pelican BioThermal's ever expanding global network of industry alliances and locations established to meet customers' rising requirements worldwide.

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