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The future
of air cargo
depends on
trust in more
digitization

Air Cargo
Demand Down 3.3% in
January 2020: IATA

Cargolux
celebrates 50th
anniversary

**Turkish
Cargo**
continued its
steady growth
in 2019

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Editor's Letter

Air Cargo Essential to Fight Against COVID-19

The International Air Transport Association (IATA) and its members continue to support governments in their efforts to contain the spread of COVID-19. Since the crisis began, air cargo has been a vital partner in delivering much-needed medicines, medical equipment (including spare parts/repair components), and in keeping global supply chains functioning for the most time-sensitive materials. This has been done through dedicated cargo freighter operations, utilization of cargo capacity in passenger aircraft and with relief flights to affected areas.

Air cargo is also instrumental in transporting food and other products purchased online in support of quarantine and social distancing policies implemented by states.

The dramatic travel restrictions and collapse of passenger demand have severely limited cargo capacity. IATA calls on governments to take urgent measures to ensure that air cargo will be available to support the global fight against COVID-19.

"Over 185,000 passenger flights have been cancelled since the end of January in response to government travel restrictions. With this, vital cargo capacity has disappeared when it is most urgently needed in the fight against COVID-19. The world's fleet of freighter aircraft has been mobilized to make up this capacity shortfall. Governments must take

urgent measures to ensure that vital supply lines remain open, efficient and effective," said Alexandre de Juniac, IATA's Director General and CEO.

Governments must see air cargo as an essential part of the fight against COVID-19 and take the following actions:

- Exclude air cargo operations from any COVID-19-related travel restrictions, to ensure life-saving medical products can be transported without disruptions
- Ensure that standardized measures are in place so that air cargo can continue to move around the world with minimal disruptions
- Exempt air cargo crew members, who do not interact with the public, from 14-day quarantine requirements
- Support temporary traffic rights for cargo operations where restrictions may apply
- Remove economic impediments, such as overfly charges, parking fees, and slot restrictions to support air cargo operations during these unprecedented times

"Air cargo carriers are working closely with governments and health organizations around the world to safeguard public health while also keeping the global economy moving. Today, as we fight a global health war against COVID-19, governments must take urgent action to facilitate air cargo. Keeping cargo flowing will save lives," said de Juniac.

We are on 

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Businesses moving £20 billion of trade between the UK and India each year will enjoy a direct link to and from the North of England from October 2020 when Virgin Atlantic Cargo launches new Manchester-Delhi services. The route will see Virgin Atlantic fly to Delhi from Manchester for the first time.

31 AIRLINES: Unilode rolls out ULD digitalisation reader network at all Swissport stations
Unilode’s digital transformation programme won industry-wide recognition as the recipient of the IATA Air Cargo Innovation Award last year. The solution enables to transmit data not only on the geolocation of the ULDs but can also share other relevant information such as temperature, humidity, shock and light, using ULDs equipped with Bluetooth® digital tags and a network of Bluetooth® readers and mobile devices.

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“Exactly half a century ago, Luxembourg’s national carrier Luxair, Iceland’s national carrier Loftleiðir, the Swedish shipping company Salén and some private investors, founded Cargolux. “Since its inception, Cargolux has lived up to its now famous slogan ‘You name it, we fly it’ – the embodiment of the Cargolux spirit.”

36 AIRLINES: Air Cargo Demand Down 3.3% in January 2020: IATA

January marked the tenth consecutive month of year-on-year declines in cargo volumes. The air cargo industry started the year on a weak footing. There was optimism that an easing of US-China trade tensions would give the sector a boost in 2020. But that has been overtaken by the COVID-19 outbreak, which has severely disrupted global supply chains, although it did not have a major impact on January’s cargo performance.

46 ASSOCIATIONS: IATA Updates COVID-19 Financial Impacts -Relief Measures Needed

IATA now sees 2020 global revenue losses for the passenger business of between \$63 billion (in a scenario where COVID-19 is contained in current markets with over 100 cases as of 2 March) and \$113 billion (in a scenario with a broader spreading of COVID-19). No estimates are yet available for the impact on cargo operations.

51 LOGISTICS: Etihad Cargo selects ECS group as Cargo Service Provider in Key Asian, European and North American Markets

The carrier’s renewed regional distribution strategy is designed for it to lead its own sales and commercial activities in select global cargo gateways. The new solution enhances Emirates SkyCargo’s current process, enabling the business to automate approximately 6 million compliance checks each month. This will significantly improve efficiency, while enabling Emirates to uphold the extremely high compliance standards that sit at the heart of its ethos.



The future

of air cargo depends on trust in
more digitization

By Lionel Van Der Walt, President and CEO, Americas, PayCargo

In a time when major car companies such as Jaguar Land Rover are shipping auto parts across the world in suitcases and huge quantities of perishable goods are stranded at origin or destination ports and airports, it is difficult to be confident in any predictions for the next 12 months.

The COVID-19 (coronavirus) outbreak has thrown thousands of programs generating forecasts, planning and scheduling into chaos and its on-going effects will no doubt create an anomaly in air cargo statistics for decades to come.

IATA is predicting the first fall in demand for air travel since the financial crisis of 2008-09, with carriers in the Asia-Pacific region hardest hit. And although lower fuel costs will offset some of the losses, IATA expects airlines to cut capacity and, in some cases, routes.

One minor benefit: the general public is suddenly realising that many of the goods they use are carried in the bellyhold of passenger planes.

So, do events such as the coronavirus mean that working to increase levels of supply chain visibility and data generation through digitization, AI (artificial intelligence) and other means – to better predict future trends and demand – is a waste of time?

Or, maybe, access to the extra data, and/ or interrogating it in different ways, can help companies adjust more quickly to the new circumstances and even take advantage of them.

One of the great benefits of digitization is the ability for closer cooperation between suppliers, customers and their supply chain partners. This, in turn, increases the potential to respond more quickly and efficiently when planned deliveries are delayed or major regional disruptions occur.

It would allow goods to be quickly rerouted and even delivered to a different customer if needed, with all the necessary Customs and financial transactions changed as needed in real time.

The power of AI has recently been demonstrated with the discovery of a new type of antibiotic. The secret, apparently, was to have the algorithm learn to predict molecular function

without any assumptions about how drugs work and without chemical groups being labelled.

This meant it was not hampered by pre-conceptions and could learn new patterns unknown to human experts.

For some, this approach is hugely exciting for the future. And they already use it in a more human way by employing experts from outside their own industry to challenge the norm.

For others, more wedded to legacy systems, AI, big data and other technology is a waste of time and money – and, just as importantly, threatens jobs and even whole communities.

It is vital, therefore, that companies wishing to make the maximum use of new technologies ensure that their staff use the full range of features of the new tools /apps and realize it actually increases their skills and will help the business to grow and prosper, benefiting employees as well as the bottom line.

Customers, too, may need persuading that new systems are better. For an importer who has always judged his team's performance by the number of boxes coming in and out of the warehouse, the idea of deliveries direct from supplier to end customer can be very intimidating.

In the end it comes down to trust. Every player in the supply chain must feel confident that sharing their data does not constitute a commercial risk – especially where a supplier works for several competitors.

And the customer must feel equally confident that the data and information they receive is accurate. Many would argue that this is precisely what digitization does much better, as everyone sees the same data at the same time, with the bottlenecks or points of failure much easier to identify – and so to fix.

Of course, trust is also at the heart of the Air Cargo Community System (ACCS) which has been developing in Europe in the last ten years and has recently been introduced in the US.

The ACCS allows shippers, airlines, trucking companies, customs brokers, freight forwarders and cargo handlers to communicate electronically with each

other. Amsterdam Schiphol says that the community it set up has led to more cooperation, transparency and efficiency in the supply chain, helping to improve air cargo processes for all stakeholders.

Hartsfield-Jackson Atlanta International Airport, which launched its ACCS last year, is already seeing the benefits with a reduction in both duplicate data entry work and excessive documentation. Truck congestion issues are also being addressed which helps speed both pick-ups and deliveries.

Our PayCargo payment platform is an integral part of the system along with IT experts Kale Logistics Solutions, giving all stakeholders real-time visibility of payment status.

We have been very impressed with the concept and believe that these community systems are the future of air cargo as they are the prime example of how collaboration through trust and technology benefits all stakeholders. Co-operation brings benefits in so many ways, with greater visibility and shared knowledge leading to new ideas and greater access to problem-solving solutions. It helps raise the bar for everyone.

Schiphol and Atlanta have even established a renewed collaborative partnership, creating a new 'trade and logistics corridor' between metro Atlanta and the Netherlands. This enables exchange of data between the two hubs to facilitate end-to-end planning and capacity optimisation.

The air cargo industry will continue to face many challenges. Some, like the coronavirus outbreak are unpredictable and others, like climate change and public attitudes to the whole air transport industry, are much more long-term.

But, whatever happens, we believe the demand for air cargo will continue to grow, especially in markets such as pharmaceuticals where the products will become more and more specialized with shorter shelf-lives.

The best way to run an air freight operation is through greater use of digitization and to harness the power of AI and big data to help us improve our industry to become more competitive and efficient.

ON Trends, Challenges and Opportunities in the Air Cargo Industry for 2020

When the tide is at its lowest is when you can best see the rocks that will still sink your ship when the tide is high. Difficult times are a blessing to those industries that are ready to examine their businesses and adapt. Or you can just spend your time shouting at the sea! But we are better than that, and it's an honor to work alongside you, partners and other airlines alike, as we share a common goal of caring for people in their times of greatest need. As an industry, we push the world forward and we pull the world together. Whether the challenges are economic, geo-political, natural disaster, or a pandemic,

it is when the rest of the world is in chaos that we shine. This is when we make our greatest contributions in the lives of others who count on our support. In the cargo industry, we share the unique ability to support the transportation of life-saving shipments, and I take immense pride in all the ways our industry does this together. Thank you for the important work your teams are doing and for choosing to make a difference when the world needs you the most.

**Rick Elieson,
President Cargo and VP
International Airport
Operations: American
Airlines Cargo said:**



**Jessica Tyler,
VP Cargo Strategy
and Development:
American Airlines
Cargo said:**



Technology and innovation aren't buzz words, they are necessities if we are going to exist in 10 years – all of us, in any industry. The future belongs to those that can adapt, flex, and create a culture where people bring to bear their talent on moving teams, organizations and ideas into the future. It's never been more crucial for the cargo industry to modernize in order to meet and exceed the demands of the current consumer mindset, and I'm excited to see the evolution starting to happen across the industry in 2020. At American,

we've experienced the process of modernization firsthand with our iCargo implementation. From the start, we knew that it wasn't just about designing a better system. We had to be willing to change the way we do things – to be adaptable, to think about tomorrow and the next day. For any of us to truly move forward it's not enough to simply implement new technology: we have to do things differently. We have to change our own mindsets and shift our culture in order to take full advantage of that technology. That's how we will succeed as an industry.



Al Ain based composite manufacturing pioneer highlights the ability to facilitate composite production for unmanned systems and showcase advanced technologies deployed across its 'Made with Pride in the UAE' aerostructures product portfolio Al Ain, UAE – 22 March 2020: Strata Manufacturing (Strata), the advanced composite aero structures manufacturing facility wholly-owned by Mubadala Investment Company PJSC, has outlined its ability to expand production capabilities beyond traditional aerospace at the Unmanned Systems Conference in Abu Dhabi.

At the conference, which took place today, 22 nd March at Abu Dhabi National Exhibitions Centre (ADNEC), Ismail Ali Abdulla, the CEO of Strata, a gold sponsor of the event, participated in a panel of industry experts emphasizing the Unmanned Systems' role in supporting Multi-Domain Operations. The conference was held a day before the UMEX exhibition 2020, happening on the 23 rd -25 th of March at the same venue. "Strata has established itself as a trusted partner of choice for the world's leading aircraft manufacturers and has since developed our capabilities to provide composite manufacturing to further industry verticals," said Abdulla.

"Our adoption and deployment of next-generation technologies is a major contributor to our diversification and expansion of Strata's 'Made with Pride in the UAE' product portfolio. Strata's strategy is focused on sustaining its business by constantly investing in people's capabilities and new technologies; this has already made a positive impact on Strata's operational blueprint. We have witnessed at Strata's manufacturing facility how Fourth Industrial Revolution solutions complement our current workforces to improve

STRATA

Outlines vision to expand manufacturing capabilities and highlights 4IR Manufacturing blueprint at UMEX conference 2020

manufacturing efficiencies and quality." added Abdulla.

Aiming to highlight the advanced engagement of missions and operations in the light of 4IR, the 4 th Unmanned Systems Conference hosted a world-class speaker line-up, with industry leaders converging to discuss trends and drivers, as well as opportunities and challenges poised to shape the future of unmanned systems and the 4IR. A long-established adopter of cutting-edge technologies, Strata works with leading aircraft manufacturers including Airbus, Boeing, Leonardo, and Pilatus. Based at Nibras Al Ain Aerospace Park, Strata supports the development of a leading aerospace hub in Abu Dhabi as part of the emirate's economic diversification initiatives.



First
Seoul-Budapest cargo flight launched

Budapest Airport welcomed the first direct Seoul-Budapest cargo flight today; Korean Air's Boeing 777F type cargo aircraft taxied to the apron of BUD's logistics base at 10:40. The aerial connection is not only an excellent opportunity for the large Korean companies operating in Hungary, but will also constitute a significant competitive advantage for the Hungarian economy in the import-export market.

Korean Air, one of the largest cargo airlines in the world, has opened a direct cargo flight between Seoul and Budapest. The Boeing 777F type aircraft flying the first scheduled South Korean cargo flight to Budapest was welcomed today on the apron of the BUD Cargo City, Budapest Airport's new, recently opened logistics base. Going forward, the flight will commute on the Seoul-Budapest-Frankfurt-Seoul route twice a week. The carrier will also launch a passenger flight to the South Korean capital on 23 May, which will operate three times a week between Budapest and Seoul during the summer schedule.



First Seoul-Budapest cargo flight launched

South Korea became the largest investor in Hungary last year. The factories of numerous companies significant from the perspective of air cargo, such as Samsung Electronics, Samsung SDI, Hanon Systems, SK Innovation and Doosan, are located at a transportation distance of just 1.5–2 hours



“Korean Air’s new scheduled cargo flight and the direct Soul-Budapest passenger service to be launched in May further strengthen commercial and diplomatic ties between Hungary and South Korea” – said H.E. Kyoosik Choe, the ambassador of South Korea to Hungary. “On behalf of the embassy, we will do everything we can to ensure that these new aerial connections should be successful, for both countries” – he added.

“I am very confident, our cooperation will lead our business to connect and both economies to make a fruitful result. Furthermore, Incheon airport is becoming a major hub for cargo traffic in East Asia and Budapest will take advantageous position in the Central European market” – said Jeong Soo

from the BUD Cargo City. The new flight will provide new, efficient and high-quality transport solutions for these businesses, as well as efficient transportation opportunities for small and medium-sized Hungarian enterprises to Korea and into Korean Air’s entire network, via Seoul.

Levente Magyar, deputy minister at the Ministry of Foreign Affairs and Trade emphasized during the flight inauguration ceremony: “2019 was a special year in relations between Hungary and South Korea. The two countries celebrated the 30th anniversary of establishing formal diplomatic relations, and South Korea became the largest investor in Hungary, implementing projects to a value of 2.5 billion EUR, which is nearly half of the total investment portfolio. Trade also increased by one-third, compared to the previous year,” the deputy minister said.

“Budapest being added to the map of Korean Air’s passenger and cargo flights is a real milestone in the history of Budapest Airport. We are especially proud to welcome a new airline customer to the BUD Cargo City, the cargo hub of Central and Eastern Europe, just over a month



after its opening” – said Dr. Rolf Schnitzler, the CEO Budapest Airport. “The direct aerial connection is not only a huge advantage for Hungarian and international companies, but also an opportunity for Hungary and the Hungarian capital airport to become the number one cargo hub in the region” – he added.

Park, Managing Vice President for Europe of Korean Air.

In January 2020, Budapest Airport opened its new cargo base, the BUD Cargo City, which increases the airport’s total cargo handling capacity to 250 000 tons per year, with its world-class infrastructure and favorable location.



Pharmaceutical transportation requires an extra level of care and takes some special know-how to ensure products make it to their destination in a timely manner without being damaged. Turkish Cargo, a brand with a high level of expertise in this field and who are certified by global aviation authorities, are helping to keep the world healthy by carrying pharmaceuticals between key destinations. By successfully creating a “pharma corridor” between over 400 termini, Turkish Cargo now carry pharmaceuticals to important and certified destinations such as Mumbai, Brussels, Istanbul, Singapore, Dubai, Basel, London, and Amsterdam.

Arguably, transporting pharma payloads is more important than manufacturing them, as it enables these lifesaving medications to make it to where they are needed most. In many cases, pharmaceuticals are delicate and sensitive to temperature fluctuations, not to mention the fact they can also be expensive. As such, they require special precautions. Turkish Cargo understands that from the factory to the point of delivery, a pharma product’s integrity and quality must be maintained. They also know when carrying these cargos, time is of the essence.

Turkish Cargo

Pushes the Envelope with Pharma Transportation & Extensive Growth

The Cold Chain

Cold supply chain logistics refers to all aspects of the supply chain including transportation, storing, and distributing refrigerated and frozen goods. There are several steps in the cold chain logistics process, and there are two methods of cold chain transportation;

active and passive. Active cold chain means having built-in cooling units designed to keep the entire cargo area at a constant temperature. Passive cold chain refers to polystyrene packaging with ice or dry ice to keep the products cold. However, the latter presents a problem with temperature-sensitive

products like pharmaceuticals, as it could allow the products to get too hot, too cold, or even to freeze, thus damaging them during transport.

Turkish Cargo knows that when it comes to moving pharmaceuticals, temperature control is the top priority. A slight change in temperature, even of just 2 degrees, can ruin pharma products. They recognize temperature regulation is crucial and it is imperative that the cold chain is never broken.

Speaking on behalf of Turkish Cargo's operations, **Mr. Turhan Özen, Turkish Airlines Chief Cargo Officer** said, "While maintaining our successful Dual Hub operations, we carry out the land transports between two airports by using active temperature-controlled vehicles that hold all the necessary international certificates to preserve the cold chain integrity. Furthermore, the natural hub Istanbul, which is at the center of gravity of the air cargo trade, provides the appropriate climate conditions for the time and temperature-sensitive cargo transportation throughout the year."

The cold chain is big business. According to information from Pharmaceutical Commerce, cold chain logistics for pharmaceuticals is a \$12.6 billion worldwide industry. Cold chain logistics for pharmaceuticals has an 8-9 percent per year growth rate. This lucrative market is attractive to logistics service providers, but temperature-sensitive pharma products like plasma, narcotics, and other perishables require special handling and care, and therefore certifications by governing authorities must be obtained.

Certified by Global Air Cargo Authorities

The pharmaceutical industry works under tight regulations, as does the air cargo industry. Turkish Cargo knows the rules for transporting pharmaceuticals and comprehends how to get it right each time. Mr. Özen spoke of the company's recent achievements with regards to their accreditations; "The

pharmaceutical transportation we carry out from Atatürk and Istanbul Airports is certified by global air cargo authorities and thus holds the IATA CEIV certificate within cold chain integrity regulations."

Operating in 15 stations that hold the IATA CEIV (Center of Excellence for Independent Validators) certificate, Turkish Cargo has also completed the IATA CEIV Pharma certificate renewal process for Atatürk Airport and is

also been awarded the "GROUP A TAPA (Transported Asset Protection Association) FSR" certificate, which was originally founded to reduce loss in the international supply chain. TÜV Rheinland, providing independent audit services in terms of quality and security has issued this certificate for Turkish Cargo's cargo facilities at Istanbul and Atatürk Airports.

Considered very important by numerous international companies,

Turkish Cargo knows that when it comes to moving pharmaceuticals, temperature control is the top priority. A slight change in temperature, even of just 2 degrees, can ruin pharma products.

qualified for the same certificate for Istanbul Airport (IST) as well. The global air cargo brand, which serves in 14 stations that hold the EU's Good Distribution Practice certificate, also carries out its pharmaceutical transport operations in 40 stations that hold a QEP (Qualified Envirotainer Provider) certificate and ensures active temperature control between destinations that are thousands of kilometers away from each other.

Maintaining its operations in compliance with the global air cargo standards in 126 countries around the world, Turkish Cargo offers active solutions for medicine consignments through its storage areas within the temperature range of -20/+25° C that meets high-quality standards along with temperature-controlled wide-body and cargo aircraft.

Further Achievements

In addition to the successful certifications, Turkish Cargo has

the GROUP A TAPA FSR certificate has been accepted by global producers, logistics service providers, transporters, law enforcement bodies, and other shareholders worldwide. Having more than 650 members, TAPA includes the world's leading producers, logistics service providers, and transporters.

Turkish Cargo Keeps Growing

Presently, Turkish Cargo are the fastest growing air cargo brand thanks to their worldwide flight network. The thriving company keeps raising their success bar by combining its broad range of services and operational capabilities with Turkey's unique geographical advantages. According to the international air cargo information provider WACD's recent data, Turkish Cargo has grown significantly by achieving a tonnage increase of 7.1 percent in a sector wherein the global air cargo market shrank by -4.4 percent. (December - cumulative)

“Together with our flag-carrier master brand Turkish Airlines, we aim to become one of the top three air bridges of the world.”

On the basis of the tonnage sold, the successful air cargo brand has grown by 17.1 percent in North and South America, 14.1 percent in the Far East Region, 9.7 percent in South Western Europe, 4.7 percent in the Middle East and South Asia, and 7.1 percent in Africa, thus achieving positive results in all regions wherein it provides air cargo service, and kept growing steadily in these regions.

Global Presence

The global air cargo brand recently participated in Logitrans, Turkey’s most extensive international transportation and logistics fair, for the 11th time. The carrier had on display a 155m 2 wide stand area in the fair organized in CNR EXPO Istanbul Fair Center on November 13-15. Turkish Cargo met business partners and event participants during this time.

The Logitrans fair hosted approximately 150 firms composed of the representatives of cargo agencies, automotive producers, air cargo firms, airport and harbor authorities, IT service providers, customs authorities, logistical associations, logistical schools, the representatives of international logistical publications, and over 15 thousand visitors.

Turkish Cargo, within the scope of Atlas Logistics Awards, organized for the 10th time this year; was awarded the first prize in the “International Air Carrier” category and the Jury Special Award for ‘Dual Air Cargo Hub Solution’ and ‘Mission Rescue’ projects. Participating in international fairs regularly, the company aims to broaden their horizons by seeking out new customers. Turkish Cargo now provides air cargo service in over 300 destinations, and while growing steadily, they aim to be one of the top five air cargo brands of the world in 2023.



Announces Strong Fourth Quarter And Year End Results

Cargojet Inc. recently announced financial results for the fourth quarter and year ended December 31, 2019.

Cargojet recorded a 7% year-on-year increase in revenues in 2019, helped in part by a strong end to the year. The Canada-based freighter operator saw revenues for 2019 reach C\$486.6m, adjust earnings before interest, tax, depreciation and amortisation (EBITDA) were up 21.9% to C\$119.2m but net earnings were down 42.6% to C\$11.6m.

The increase in revenues and adjusted EBITDA were driven by a record peak season and improvements in its domestic network volumes and ACMI business, while the all-in charter business saw a decline in revenues on 2018 levels. Net profits were affected by C\$25.5m increase in depreciation, a C\$2.5m increase in heavy maintenance amortisation, a C\$3.4m increase in maintenance costs, a C\$5.4m increase in crew costs, and a C\$0.6m increase in commercial and other costs.

This was partially offset by a C\$3.7m decrease in aircraft costs and a C\$8.9m

decrease in fuel costs. “Cargojet continued to produce strong revenue and EBITDA growth in 2019,” said Ajay Virmani, president and chief executive. “We remain focused on executing our strategy and are driving growth in each of our lines of business. “Once again, we handled record volumes for 2019 peak season while delivering exceptional service to our customers. “Our efforts to prudently manage costs are yielding better margins and we continue to optimise our fleet utilisation.”

Cargojet operates its network across North America each business night serving 15 major cities, and selected international destinations. Cargojet owns a fleet of 26 aircraft.

Cargojet is Canada’s leading provider of time sensitive premium overnight air cargo services and carries over 8,000,000 pounds of cargo weekly. Cargojet operates its network across North America each business night serving 15 major cities, and selected international destinations. Cargojet owns a fleet of 26 aircraft.

Silkway West Airlines

keeps up China flying

The current corona epidemic is having a significant impact on the air cargo industry. However, in order to maintain the business of the customers, Silkway West Airlines has kept its scheduled and charter flights throughout those challenging and turbulent times.

With more than 20 flights weekly connecting China with its global hub in Baku, Silkway is performing its operation through a mix of charter and scheduled flights. The flights will be operated in accordance with recommendations from the WHO and other regulatory bodies as well as Silkway's own restrictions including no crew layovers in China.

"We have decided to honor the loyalty of our BSA (Blocked Space Agreement) customers also throughout difficult times. Therefore we have not followed the way in cancelling all our scheduled flights by operating just charters as we think that on the long run it will bring us even closer to our partners. We are a forwarders airline and we will further expand on those relationships by enhancing the group of close partners," says Wolfgang Meier, CEO/ President of Silkway West Airlines.

"In addition, we would like to thank our pilots and the entire team in being the utmost cooperative in

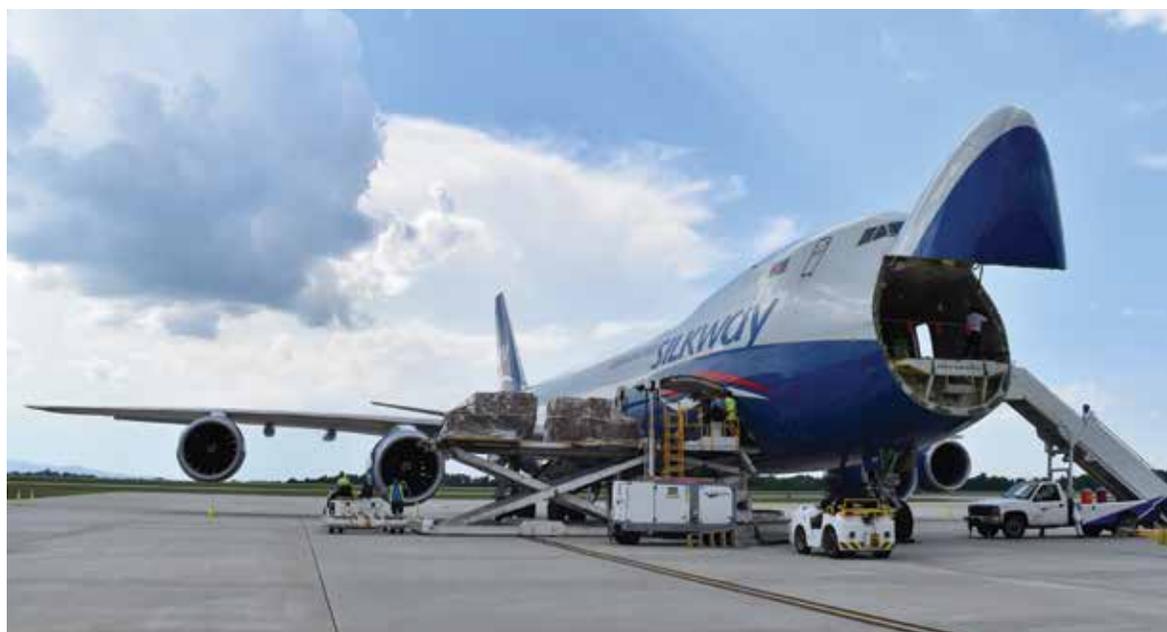
finding the right pattern to keep up the operation throughout. Together with our international teams, we have managed to demonstrate a solitary unity towards our colleagues and customers, which I am really proud of. As a result of our ongoing operation our activities just have been broadcasted China-wide on CCTV Channel 1 and as well through other TV stations," adds Mr. Meier. Even before the offices in Shanghai, Zhengzhou and Tianjin could be reopened, the employees worked in-home offices to ensure that the airline could offer its services with as few restrictions as possible.

"Of course it is currently a daily challenge to manage the imbalances of the various trade lanes but we do count on the



understanding of our partners as this is a real special situation. And of course, we are very much focused on our operations to and from China but I shall emphasize that our global

network is up and running. Markets in North America, Europe, The Mideast, South Asia, South East Asia, Japan and Korea are been served on fully-fledged bases", says Wolfgang Meier.





Atlas Air

expects China demand surge over coming weeks

Atlas Air Worldwide is expecting a surge in cargo over the coming weeks as Chinese factories continue to return to full operation following the extended Chinese New Year holiday closure.

Speaking shortly after announcing its fourth quarter results, chairman and chief executive John Dietrich said that the group was getting a “lot of calls from some very experienced and knowledgeable shippers, freight forwarders and brokers”.

Factories in China remained closed for an extended period after the

Chinese New Year break in order to help contain the coronavirus outbreak.

Meanwhile, passenger carriers operating to China have cut capacity as demand has weakened.

Dietrich said that Atlas is well positioned to take advantage of any surge in demand.

He said: “Significantly, we worked together with the union to enter into a memorandum of understanding.

“We are taking volunteers for any flying in and out of China and, working together with the union, we have implemented some programmes, such

as premium pay, for those segments into and out of China.

“We have been working very cooperatively with the pilots and the entire team and the union leadership. So my shout out to them.”

He added: “There have been some cancellations in the interim period, but also those voids have been picked up by some of the charter activity, which we expect to continue, if not accelerate, when the surge happens.”

He expects the surge to continue even once passenger airlines start bringing capacity back into the market.

“Even when the commercial belly capacity comes in to the marketplace, there is still going to be a tremendous amount of demand given the significant setback that manufacturing has experienced.

“And it’s not going to change overnight, when some of the commercial carriers resume service and looking ahead, I don’t have all of the dates, but some of the commercial carriers have pushed into April before they’ll resume service

“So you’re talking about that period of time before it even returns and that pent-up demand potentially building which favours maindeck freighters.”



Turkish Cargo continued its steady growth in 2019

According to the international air cargo information provider WACD's December data (cumulative), the global air cargo brand Turkish Cargo, which serves 127 countries of the world, grew significantly by achieving a tonnage increase of 7.1 percent in a sector wherein the global air cargo market shrank by -4.4 percent.

According to WACD data; Turkish Cargo, which has the largest growth rate among the top 10 airlines, rose to 7th place in the international air cargo industry and increased our global market share to 4.1 percent.

Turkish Cargo keeps growing in Far East and America markets

On the basis of the tonnage sold, the successful air cargo brand has grown by 17.1 percent in North and South America, 14.1 percent in the Far East Region, 9.7 percent in South Western Europe, 4.7 percent in the Middle East and South Asia, and 7.1 percent in Africa, thus achieving positive results in all regions wherein it provides air cargo service, and kept growing steadily in these regions.

In addition to the Turkish Airlines' cargo carrying capacity, Turkish Cargo performs direct cargo flights to 88 destinations with its cargo aircraft fleet and has achieved a sustainable growth through its current infrastructure and newly made investments. Turkish Cargo continues to increase its capacity through successful operations in over 300 destinations covered by its current flight network.

Serving 321 destinations in 127 countries, the successful air cargo brand reaches new heights by combining its broad range of services and operational capabilities with Turkey's unique geographical advantages.

Zeal Global Group

honored as

**‘Emerging
Cargo
General
Sales Agent
of the year
2020’**

**at Air
Cargo India
2020**



Zeal Global Group announced today that it has been conferred with the title of ‘Emerging Cargo General Sales Agent of the year 2020’, presented at the 8th edition of the most prestigious award ceremony of the industry, ‘Air Cargo Show 2020’ on 26th March 2020 at Grand Hyatt Ground, Santacruz, Mumbai.

The company was recognized for its continued strength and exemplified capabilities showcased in the past 1 year, under their business domain of Cargo GSA (General Sales Agent). Zeal Global Group has been relentless by taking actions by introducing innovative methods and ideas in the industry. The passion and enthusiasm of the team has proved great results for the organization. The company is handling over 435 flights a month and has a worldwide network spread across 65 Countries with 10 offices in India and 5 located overseas.

Speaking on receiving the honor, Mr. Nipun Anand,

Co-Founder & Director, Zeal Global Group said, “It is a great honor for us to be conferred with this award at the global industry platform, Air Cargo Show 2020. It is a testimony to our constant efforts to excel in what we do and it will definitely act as an impetus to the company’s performance and our future endeavors. The event witnessed great participation from well-established international exhibitors, trade visitors and delegates from across the globe. We express our deep gratitude to the distinguished jury and the organizers of the show for this recognition.”

The 8th edition of AIR CARGO INDIA was organized by MesseMunchen India which offered industry stakeholders three days of knowledge sharing, informed opinions and business opportunities through a dedicated programme drawn, keeping the participants in mind. It took place from 25th to 27th March 2020 at Grand Hyatt in Mumbai.



exhibition and conference



InstoneAir and LG Bloodstock

fly
competitors
to Saudi
Arabia for
the world's
richest
horse race

InstoneAir has been working closely with Luck Greayer (LG) Bloodstock Shipping, combining their bloodstock transportation expertise to support the world's most valuable horse race, The Saudi Cup, which takes place in Riyadh this month and offers prize money of \$20 million.

The first competitors arrived safely in Saudi Arabia onboard a Kalitta Air Boeing 747 chartered by InstoneAir for flights from Los Angeles and Fort Lauderdale. The flights represent the first outings for InstoneAir's new European Aviation Safety Agency (EASA) certified collapsible Airstables, which combine the highest standards of equine safety and comfort with improved cost efficiencies for the repositioning of empty Airstable horse stalls.

Working closely in partnership with Saudia Cargo, InstoneAir and LG have also been entrusted with moving elite racehorses from London Stansted, Shannon, Liege, Dubai and Hong Kong in readiness for the race on 29 March.

Organized by The Jockey Club of Saudi Arabia, the race is expected to field a maximum of 14 elite thoroughbreds. Held over a distance of nine furlongs at Riyadh's King Abdulaziz Racetrack, the race offers a \$10 million prize to the winning horse, plus a further \$10 million to be shared by those finishing down to the tenth place.

Further valuable races are being staged over the 2 days of top racing.

Following the most significant event in the history of horse racing in Saudi Arabia, InstoneAir will also be involved in transporting the horses back home after racing, with some also going on to compete in The Dubai World Cup races at the end of March.

Jeremy Instone, Managing Director of InstoneAir, one of the world's leading specialists in the air transportation of horses, said: "We are extremely proud to be working with LG Bloodstock, Saudia Cargo and Arabian Horse Flights, our partner in Saudi Arabia, to ensure the success of the first Saudi Cup. The race will attract a global audience and is very important in supporting the Kingdom's goal of becoming a leading player on racing's world stage. With over 6,000 horses a year being safely transported to and from international sporting events using our EASA-approved Airstables, we are confident these elite, high-value thoroughbreds will arrive in peak condition, ready to make racing history."

Virgin Atlantic Cargo

targets a bigger share of £20 billion UK- India Trade Market with New Manchester-Delhi service from October

Businesses moving £20 billion of trade between the UK and India each year will enjoy a direct link to and from the North of England from October 2020 when Virgin Atlantic Cargo launches new Manchester-Delhi services. The route will see Virgin Atlantic fly to Delhi from Manchester for the first time. Starting on 26th October, the airline will operate three A330-200 flights every Monday, Thursday and Saturday as part of its growing commitment to the Indian market.

Last October, Virgin Atlantic commenced daily Heathrow-Mumbai services and, on 29th March will introduce double daily flights to Delhi from Heathrow. This expansion comes as the airline celebrates the 20th

anniversary of flying to India. With over 100m kilos of imports and exports moving between the UK and India by air each year – including high volumes of vegetables, fresh fruit, spices and apparel – Virgin Atlantic is excited to be able to offer their customers more choice than ever before. The new route will also provide quick and seamless connections for customers in the US to access India's buoyant market. Virgin Atlantic currently operates from New York JFK, Atlanta and Orlando to Manchester and will relaunch seasonal services from Las Vegas on 29th March and Los Angeles from 24th May.

Dominic Kennedy, Managing Director of Virgin Atlantic Cargo, said: "Business opportunities between the UK and India have never been

greater. India is now the world's fifth-largest economy and the UK is one of its biggest and fastest-growing trading partners for products such as technology and automotive components, pharmaceuticals and fresh produce as well as other general cargoes. The launch of direct flights to India from Manchester this October will give exporters and importers more choice in addition to the three times daily services we will be operating ex Heathrow, offering exciting new growth opportunities for us and our customers."

VS318 will depart Manchester at 16:40, landing the next morning in Delhi at 06:05. The return service, the VS319, will depart on a Tuesday, Friday or Saturday at 08:10 landing back at 12:10.



TAP Air Cargo

joins cargo.one platform



TAP Air Portugal (TAP), the country's flagship airline, has entered into a partnership with cargo e-booking platform cargo.one.

The digital platform will be connected with TAP's cargo system in the second quarter of this year.

The partnership will provide TAP with access to cargo.one's customer base and a faster channel to market for new cargo products.

It will also provide TAP with digital capabilities, such as online distribution and dynamic pricing, as well as reinforcing "operational efficiency and day-to-day service quality of the airline".

Moritz Claussen, managing director of cargo.one, commented: "We are delighted that the TAP Air Cargo team has selected cargo.one to help drive their extraordinary growth and transformation.

"At cargo.one we strive to work with the most forward-thinking airlines around the globe. TAP Air Cargo has an outstanding team, that has shown foresight to embrace technology in order to drive growth and to put its customers first."

Bernardo Nunes, product and



services senior manager at TAP Air Cargo, added: "We are increasingly interested in providing new cargo products to our customers and will leverage cargo.one as a distribution channel for those.

"The platform represents an excellent channel for effectively marketing products to freight forwarders with fast lead times, better exposure, and less complicated processing than with traditional channels.

"Time to market is absolutely critical to us, as we understand that together with excellent access, and unique user experience these are key attributes towards complete customer centricity."

Numerous leading airlines are already connected with and distribute their air cargo capacity on cargo.one. The platform is also used by more than 400 freight forwarders.

Eurogate Logistics

Obtain HACCP Certification



Eurogate Logistics have today announced that they have been certified for HACCP as of March 28, 2020.

The certification acknowledges that we have implemented, maintained and fully use a food quality and safety management system that meets the requirements of HACCP for the transport of goods and domestic and international forwarding services. We decided to obtain this certificate following the needs of our key clients and the market needs as a whole. We have reviewed, verified and adjusted our procedures and our employees have been properly trained to comply with the new HACCP certification procedures." a statement read.

"Hazard Analysis and Critical Control Points (HACCP) is a systematic preventive approach to food safety from biological, chemical, physical hazards and more recently radiological hazards in production processes that can cause the finished product to be unsafe and designs measures to reduce these risks to a safe level. In this manner, HACCP attempts to avoid hazards rather than attempting to inspect finished products for the effects of those hazards. The HACCP system can be used at all stages of a food chain, from food production and preparation processes including packaging and distribution etc."

Unilode and OnAsset announce Managed Interoperability™, the world's first global, aviation-compliant Bluetooth® roaming network



Unilode Aviation Solutions, the leading global provider of outsourced Unit Load Device (ULD) management and repair solutions and winner of the 2019 IATA Air Cargo Innovation Award for its digital transformation programme, and OnAsset Intelligence, the leading provider of supply chain tracking and monitoring solutions, are announcing the launch of the world's first aviation-compliant Bluetooth® roaming network.

This development follows in the path of a variety of digitally-enabled services recently brought to market by Unilode. In the process of building the world's largest fleet of connected aviation containers and pallets, Unilode has been rapidly rolling out a global infrastructure of readers at key airports using OnAsset's SENTRY 500 FlightSafe® device, a fully aviation-compliant and airline-approved Bluetooth® 5 reader. These readers capture data from

multi-sensor digital tags, continuously collecting location, temperature, humidity, motion, shock and light data to provide powerful insights into the status of Unilode's digitally-enabled fleet and its customers' cargo and passengers' baggage. Augmented by a mobile app that allows any iOS or Android device to become part of the reader network, Unilode has created a powerful, flexible and standards-based network that the company is now opening for the benefit of all stakeholders in the aviation value chain.

Serving the aviation industry is particularly challenging due to the highly regulated and fast-paced nature of the business. With compliance and safety always being key concerns, it requires more than just a network. As part of the service, not only is access to the network provided, but a full suite of services to validate and onboard new devices are included. Ensuring the security, integrity

and compliance pedigree of the network are foundational considerations and ease of business is also a core focus, so Managed Interoperability™ bundles all the facets of integration together. Including a thorough review of regulatory compliance, security, encryption, authentication, messaging protocols and device performance, Managed Interoperability™ covers the integration process from A to Z as part of the service.

Mr. Benoît Dumont, Unilode CEO, said: "Customers have been asking for interoperability in the network for some time. We are happy to offer access to our reader infrastructure to anyone who has a Bluetooth® tag that meets the extremely high standards of the aviation industry and supports best-in-class security and encryption. We won't let just any device on our network. There are a lot of inferior products on the market and we want customers to know that they can trust and rely on data provided by Unilode – this is why we are bringing a more comprehensive solution with Managed Interoperability™ to the market."

Mr. Adam Crossno, OnAsset Intelligence CEO said: "OnAsset is pleased to support Unilode in taking this next big step in digital evolution. We know the market likes choices, and we know that Unilode's customers demand the best, so we are excited to help realise this vision for the world's largest interoperable Bluetooth® network. Innovation like this isn't easy, especially in the aviation industry, so we are focused on doing it right. We are using all our expertise and experience to help Unilode set the gold standard in delivering these new services."

Cargo Convoy Departs to China Carrying Medical Supplies Donated by Qatar Airways for Coronavirus Relief



Convoy of five aircraft made up of two Boeing 747F and three Boeing 777F carrying approximately 300 tonnes of medical supplies free-of-charge to Beijing, Shanghai and Guangzhou

2,500,000 face masks and 500,000 bottles of hand sanitizer have been donated by Qatar Airways

Five Qatar Airways Cargo freighters departed to China today carrying approximately 300 tonnes of medical supplies donated by the airline to support Coronavirus relief efforts. The five flights departed one after the other bound for Beijing, Shanghai and Guangzhou as part of Qatar Airways' voluntary offer of free air cargo transportation for medical relief aid organised by Chinese Embassies and Consulates worldwide to fight the coronavirus emergency.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said: "When this crisis began, we knew we had to contribute to support our friends in China. As one of the leading air cargo carriers in the world, we are in a unique

position where we are able to provide immediate humanitarian support through the provision of aircraft and donating medical supplies as well as coordinating logistical arrangements.

By working with the Chinese Embassy in Qatar we hope our combined efforts can help limit the spread of this virus, ease the burden on local medical personnel and provide relief to the impacted communities in China."

Ambassador of the People's Republic of China in the State of Qatar, H.E. Mr. Zhou Jian, who attended the convoy's departure along with Qatar Airways' GCEO, said: "At this critical moment when Chinese people nationwide are fighting against the Coronavirus, Qatar Airways has opened a "Green Channel" for donating and transporting medical supplies to China. This is a channel of love, friendship, solidarity and hope. We are deeply grateful for that.

"The kindness of Qatar fully reflects the fraternal friendship the Qatari government and the people of Qatar have for the Chinese people. It is also a symbol of Qatar's internationalism, and a symbol of solidarity among the international community to stand together in the face of difficulties. On behalf of the Chinese government and the Chinese people. I would like to extend our most sincere thanks to the brotherly Qatari people."

Today's convoy follows an earlier batch of critical medical relief aid transported by Qatar Airways Cargo to Shanghai on 2 March 2020. The shipment included 100,000 medical-grade N95 respiratory masks and 2,700 medical-grade disposable latex gloves, providing essential protection to healthcare professionals working around the clock at hospitals in Hubei Province, the epicentre of the virus. The airline is planning to transport additional donations in the coming weeks.

The 'Green Channel' initiative for complimentary air transportation was announced jointly by Qatar Airways and the Chinese Embassy in Qatar on 7 March 2020. Qatar Airways is the first international airline to volunteer emergency relief flight delivery.

Qatar Airways is also working closely with the World Health Organization and local authorities worldwide to safeguard the health and safety of its employees and passengers. Its modern fleet is protected with High-Efficiency Particulate Air (HEPA) filtration systems, eliminating 99.97% of fine airborne particles from circulating air in cabins, greatly restricting the spread of airborne fungi, viruses and bacteria.

Qatar Airways operates a modern fleet of more than 250 aircraft via its hub, Hamad International Airport (HIA), to more than 170 destinations worldwide. The world's fastest-growing airline will add Osaka, Japan; Santorini, Greece; Dubrovnik, Croatia; Almaty and Nur-Sultan, Kazakhstan; Accra, Ghana; Cebu, Philippines; Lyon, France; Trabzon, Turkey; Siem Reap, Cambodia and Luanda, Angola to its extensive network in 2020.

Etihad Airways celebrates

15 years of flying to India

India is the airline's largest market outside UAE

Etihad Airways (Etihad), the national airline of the United Arab Emirates, hosted an event for frequent flyers and key trade, government, and media partners as part of its ongoing activities to celebrate 15-years of flying to India.

The airline began operations in India in September 2004 and it has grown to become its second-largest market after the UAE, carrying over 18 million passengers to and from the country.

Mumbai was the first route in the country to be served by Etihad and today the city ranks highest in terms of total passengers the airline has carried over the years, with the number exceeding 3.5 million. Owing to passenger demand on this route, Etihad introduced a fourth daily service to Mumbai last year, underscoring its commitment to offer guests greater

choice and more travel options between Abu Dhabi and key destinations across its network. The cities of Delhi and Cochin rank second and third, with the airline carrying over 3.2 million and 2.3 million passengers on these routes respectively over the years. Etihad has also added a fourth daily frequency on its Delhi - Abu Dhabi route, to meet the high demand on this sector.

As a result of its optimised schedule of non-stop flights between the United Arab Emirates and India, appealing to greater numbers of point-to-point business and leisure passengers, Abu Dhabi is now the most popular destination for Indian travellers on the Etihad network. Today, Etihad operates 161 return flights per week between Abu Dhabi and 10 key Indian gateways of Ahmedabad, Bengaluru, Chennai, Cochin, Delhi, Hyderabad,

Kolkata, Kozhikode, Mumbai and Thiruvananthapuram, connecting each of these gateways to international destinations throughout the Middle East, Europe, North America, and Africa.

London is the most popular destination after Abu Dhabi, and is amongst the top five destinations from eight of the airline's ten Indian gateways. Etihad Airways operates four daily services to London Heathrow from Abu Dhabi, providing optimised timings and easy connections from India.

New York has emerged as another top destination for travellers from India, with the US Pre-Clearance facility at Abu Dhabi International Airport remains a major reason for the popularity of Etihad's hub as a transit point to the United States. A first-of-its-kind outside North America and Ireland, the facility enables travellers to clear US customs and border patrol in Abu Dhabi and to arrive as domestic passengers in the USA, avoiding lengthy immigration formalities.

Danny Barranger, Etihad Airways' Senior Vice President Global Sales, said: "Etihad Airways remains committed to its largest and busiest market, India. The UAE and India have shared strong commercial, cultural and historic relations and we will continue to honour these excellent trade and tourism ties through closer partnership with our friends in the Indian travel trade. We are proud that today Etihad Airways serves more destinations in India than any other country across its network, truly supporting the growth of air travel to and from the country."



Neerja Bhatia, Etihad Airways' Vice President, Indian Sub-continent said: "India plays a crucial role in Etihad Airways' growth strategy, contributing significantly to the airline's global operations and we are honoured to support demand in one of the fastest-growing aviation markets in the world. Our unwavering commitment to the country over the last fifteen years has resulted in Etihad Airways becoming one of the most preferred airlines for travellers from India, and we will continue to offer guests unmatched hospitality and convenient access to

destinations across the world."

Etihad continues to enhance its product offering on its services to India. The airline has increased frequencies and added newer, larger aircraft, including the Boeing 787 Dreamliner, which serves cities including Mumbai, Delhi, and Hyderabad. Flights operated by the 787 feature the airline's next-generation cabins including Economy Smart Seats and Business Studios, while the A380, which is available to guests on journeys from Abu Dhabi to New York, London, Paris, Sydney and Seoul, feature the First Apartment and

the revolutionary three-room cabin, The Residence.

Etihad's narrow-body Airbus A320 and A321 family fleet features refreshed cabins, including comfortable recliner seats in Business, while Economy boasts new ergonomic seating, USB charging points, and personal device holders at every seat enabling guests to download its E-BOX Stream wireless entertainment service, with more than 300 hours of movies, TV programming, music, and more, available to stream directly to their own device.

DHL Express

adds first of six B777Fs for 2020



DHL Express' fleet renewal and e-commerce-led Strategy 2025 continues apace with the delivery of the first of six Boeing 777F-200 production line freighters which will touch down in 2020.

The first plane landed at its future base of operations, the Cincinnati/Northern Kentucky International Airport, and will be operated by DHL Express' partner airline Kalitta.

In 2018 DHL ordered 14 Boeing 777F, with four delivered in 2019, six to come this year and the remaining four to be taken into service in 2021.

The renewal is part of the overall modernisation of the long-haul intercontinental fleet of the courier company and replaces older planes.

John Pearson, chief executive of DHL Express, said: "With the modernization of our intercontinental fleet, we can simultaneously enhance our proven ability to meet growing demand, improve our environmental footprint and deliver best quality service to our customers.

"DHL has made its mark time and time again with innovative solutions and technologies. We are pleased to

continue demonstrating to partners and customers alike how these advancements stand to elevate the entire express logistics industry while bringing us closer to achieving our Strategy 2025 goals."

Strategy 2025 focuses on e-commerce as a growth driver and efficiency for further increasing its profit.

Travis Cobb, executive vice president of global network operations and aviation at DHL Express, said: "We expect further growth in cross-border e-commerce trade and, as a result, increased demand for our express logistics services and expertise in intercontinental deliveries.

"With the new B777Fs, we can increase our intercontinental connections while reducing carbon emissions and fuel consumption. This enables us to continue to provide customers with the excellent quality they've come to expect from us while we work to expand our global services."

With a payload capacity of 102 tons and a range of 9,200 km, the B777F has the largest capacity and range of all twin-engine freighter aircraft. They are also more fuel-efficient, reliable than older planes and reducing CO2 emissions by 18%.

DHL Express operates over 260 dedicated aircraft with 17 partner airlines on over 3,000 daily flights across 220 countries and territories.



Etihad Engineering

Records Robust Growth as it Welcomes 2020

Ahead of its participation at the upcoming MRO Middle East event at the Dubai World Trade Centre, Etihad Engineering has announced its performance indicators for 2019 revealing that the leading maintenance, repair, and overhaul (MRO) provider has signed off yet another year with a very positive record and continues to demonstrate strong potential for sustained growth as it sets into 2020.

Etihad Engineering provides its array of maintenance services to Etihad Airways as well as third party aircraft providers from around the globe. This resilience in operations is supported by the presence of cutting-edge innovation which resulted in the servicing of a total of 356 aircraft in 2019, and more than 1.6 million manhours deployed. This reveals the facility's vast capability to maintain

and repair different types of aircraft, including the servicing of 196 Airbus and 160 Boeing aircraft.

Frederic Dupont, Vice President Technical Sales at Etihad Engineering commented: "The past year has been truly remarkable for Etihad Engineering as we have expanded many boundaries, from production processes and hangar utilization, to pioneering industry firsts like the A380 12 year check we completed in less than 100 days. "With the support of the latest cutting-edge technology and innovation powered by our team of committed top-notch aircraft engineers and mechanics, we continue to focus on delivering a differentiating value to our customers. We strive to strengthen our partnerships with international airlines and key suppliers and continue to expand in 2020 and beyond. We look forward to sharing our story with industry professionals and discussing collaborative efforts at the upcoming MRO Middle East event."

Etihad Engineering will showcase its full range of capabilities at MRO Middle East over the course of the two days and has a line-up of initiatives planned to welcome a variety of delegations and working groups. Frederic Dupont, Vice President Technical Sales and Shevantha Weerasekera, Head of Engineering, will participate in the thought leadership sessions driving the MRO Middle East Summit running in parallel to the exhibition on 24 March.



Air Canada Cargo

set to begin Toronto–Brussels service



Air Canada Cargo is set to begin a new non-stop five-days a week service between Toronto (YYZ) and Brussels (BRU) offering belly capacity on B787-8 aircraft.

The year-round flights start 1 May, complementing the carrier's existing daily service between Montreal (YUL) and Brussels.

"Our global hub at Toronto Pearson International Airport provides quick



and seamless connections to dozens of cities across Canada, the United States, Central and South America," the carrier says.

The carrier notes that its Brussels facility is certified to handle specialised shipments, such as pharma, perishables, dangerous goods and valuables. These include the Air Canada Cargo products: AC Absolute°, AC Pharmacair, AC Fresh, AC DGR and AC Secure.

Air Canada Cargo collaborates with GTA ddata at Toronto Pearson to provide specialised handling for pharmaceutical and perishable shipments. The CEIV Pharma certified facility is fully equipped for handling temperature sensitive shipments in varying environments and utilises advanced monitoring technology, the carrier adds.

"We are pleased to launch new non-stop, year-round flights from Toronto to Brussels, complementing our successful Montreal-Brussels service now celebrating its tenth anniversary," says Mark Galardo, vice president of Network Planning at Air Canada.

"This is a further expansion of Air Canada's reach to Europe and beyond. This new service will conveniently connect our extensive North American network through our Toronto Pearson global hub directly to Brussels, where our Star Alliance partner Brussels Airlines offers far-reaching connections throughout Europe and Africa," he adds.

ROUTE	FLIGHT	DEPART	ARRIVE	FREQUENCY
Toronto > Brussels	AC886	18:30	07:45 + 1	..34567
Brussels > Toronto	AC887	10:30	12:30	1..4567

Our global hub at Toronto Pearson International Airport provides quick and seamless connections to dozens of cities across Canada, the United States, Central and South America, he said.



Madrid-Barajas

Airport
handled
over
555,000
tons of
freight
in 2019

In 2019, Adolfo Suárez Madrid-Barajas Airport handled a total of 555,566 tons of freight which is a 7.4% increase over the year before. This growth has been made possible by the business of the airlines operating at the airport which have positioned it in the major trade flows not only with the American continent but also with the Middle East. The expansion seen in carriers Air Europa, Iberia, EAT/DHL, Turkish and Qatar stands out in particular.

ACI Europe figures show that freight traffic at European Union airports fell by 3.2% in 2019, with only Madrid and Liège, out of the main EU airports, achieving significant growth last year at +7.4% and +3.5% respectively.

Madrid is in sixth place among the major European airport hubs for freight transport, behind only Frankfurt, Paris-CDG, Heathrow, Amsterdam and Istanbul. It is also tenth in the ranking of European airports, including ones specialising in freight traffic.

Over the last four years, Adolfo Suárez Madrid-Barajas Airport has seen steady average expansion coming to 10% and currently shifts 52.3% of all the air freight handled in Spain.

In terms of items carried, textiles and pharmaceuticals are prominent in particular due to their strong growth. However, in the last few months of 2019 there was also a surge in ecommerce products shipped in aircraft exclusively engaged in freight operations

A record year for cargo at Chicago Rockford

Chicago Rockford International Airport (RFD) handled record volumes of cargo last year helped by the expansion of Amazon Air operations.

The Illinois airport saw cargo volumes grow by 11% year on year in 2019 to reach just over 1m tonnes.

In just five years, RFD has tripled the amount of cargo landing in Rockford.

RFD is home to the second largest UPS hub in North America, which continues to increase its daily cargo flights.

The airport also serves other air cargo carriers, including ABX Air, ATI, and Atlas Air.

With the airport's recent cargo expansions and additional flights announced by Amazon Prime and other Amazon carriers, Rockford is quickly becoming a "Midwest hub for e-commerce freight", it claimed.

"We continue to see the cargo numbers increase due to the partnerships RFD has secured and nurtured throughout the past several years," said Mike Dunn, executive director at RFD.

"In addition to our larger partners, we've been able to secure several additional organisations which further impacts our region's job growth and economic development."



In July 2019, the Federal Aviation Administration released its calendar year 2018 all-cargo data which ranked RFD as the 19th largest cargo airport in the nation, with growth of almost 55% year on year.

Additionally, in September 2019, Airports Council International (ACI) named RFD as the fastest-growing cargo airport in the world for 2018 for airports that handled more than 250,000 metric tons of air cargo.

SpiceXpress awarded 'Cargo Airline of The Year'



Some of the advantages to its Partners and Customers:

- Unbeatable combination of Freighter and Passenger flights
- Flexibility of Airport-to-Airport, Door to Door and Airport to Door deliveries. Door-delivering to over 12,000 PIN codes
- Online customer dashboards and shipment tracking backed by our proprietary platform 'Spicetag'
- Dedicated Customer Service and Cargo Operations
- Strong Infrastructure with 225 GPS enabled trucks, 54 warehouses in addition to common cargo terminals
- Pioneer in dedicated cargo freighters supporting Agro, Livestock and Aquaculture cargo
- Forward-looking innovation including Drone Technology, Biofuel usage, and much more



E-commerce boost for Sheremetyevo airport

E-commerce helped Moscow's Sheremetyevo airport increase its airfreight volumes by 6.9% in 2019 to over 329,000 tonnes, while mail rose by 37.4% to 49,400 tonnes.

Moscow Cargo, the main airfreight handler at Sheremetyevo, saw its throughput rise by 12% over 2018 to 275,000 tonnes of cargo and mail.

A spokesperson for the airport said that e-commerce cargo accounts for 23.7% of the total international import volumes processed at Moscow Cargo, and that the share is "constantly growing".

The spokesperson added: "Moscow Cargo continues to strengthen its position as a leader among Russian cargo aviation complexes, steadily increasing its share.

"In 2019, the company handled 72.5% of the total cargo and mail

turnover of Sheremetyevo Airport, 48.3% of the total MOW airports [Moscow airports cluster] cargo turnover, and 23.4% of the total volume of air cargo transportation in Russia."

The total volume of cargo handled at Sheremetyevo increased both on domestic and international airlines.

Compared with 2018, domestic freight turnover grew by 7% to more than 86,000 tonnes in 2019, while international volumes increased by 6.7% to more than 243,000 tonnes. The growth in the volume of international transfer cargo amounted to 16.4%.

The increase in international volume at Sheremetyevo in 2019 was helped by Russia's largest air cargo carriers at Moscow Cargo: PJSC Aeroflot, Rossiya Airlines and AirBridgeCargo.

The airport spokesperson, added: "Moscow Cargo processed over

43,000 tonnes of mail. The increase in annual performance was largely due to the launch of new logistics projects implemented jointly with PJSC Aeroflot and Russian Post."

The spokesperson continued: "The main external routes, which in 2019 accounted for over 50% of the total cargo traffic, are China, Germany, the US, the Netherlands, and Italy.

"The largest growth in the volume of export and transit cargo transportation in 2019 was recorded on the international routes to Liège, Columbus, and Milan, as well as on the domestic Far East routes—Vladivostok, Yuzhno-Sakhalinsk, and Petropavlovsk-Kamchatskiy."

In terms of import and transit by the end of 2019, the highest growth was achieved by: Shenzhen, Chicago, Seoul, and Ho Chi Minh City.



Unilode rolls out ULD digitalisation reader network at all Swissport stations

Unilode Aviation Solutions, the global leader in outsourced Unit Load Device (ULD) management and repair solutions, and Swissport International Ltd, the world's leading provider of airport ground services and air cargo handling, have agreed to install Bluetooth® readers at all Swissport stations where Unilode's digital solution will be used by customers.

Unilode's digital transformation programme won industry-wide recognition as the recipient of the IATA Air Cargo Innovation Award last year. The solution enables to transmit data not only on the geolocation of the ULDs but can also share other relevant information such as temperature, humidity, shock and light, using ULDs equipped with Bluetooth® digital tags and a network of Bluetooth® readers and mobile devices.

Hendrik Leyssens, Swissport Vice President Global Operations, Cargo, said: "Our cooperation with Unilode and the introduction of global ULD tracking at our cargo warehouses create added

value for our customers and drive the digital transformation of the cargo supply chain and the industry."

Mr. Benoît Dumont, Unilode CEO, said: "This new partnership between Unilode and Swissport is instrumental in accelerating the implementation of Unilode's award-winning digital transformation programme. Unilode will digitise its entire ULD fleet of 140,000 units with digital tags and create a Bluetooth® reader network in over 250 locations worldwide within the next two years. As Swissport provides air cargo handling and airport ground services to several Unilode ULD management customers worldwide, the installation of Bluetooth® readers in Swissport's warehouses will significantly speed up the implementation process and enable all our customers to benefit from the digital solution much sooner. We are pleased with our new agreement and look forward to cooperating with Swissport and strengthening our relationship in all ULD-related areas."





Fraport Implements

Extensive Cost-Reduction Measures in Response to Coronavirus

Administrative and operating costs being reduced – New staff hires will be assessed individually – Staff offered voluntary unpaid vacation and temporary part-time work

The coronavirus outbreak is taking a heavy toll on aviation worldwide. Passenger and cargo traffic with China, and Asia overall, has already slumped massively. This is also having a major impact on Frankfurt Airport's hub operations – affecting all business areas from flight operations to ground handling, cargo and retail. To counteract this situation, Fraport is responding quickly with a range of measures to lower costs and to adjust staff deployment to this reduced demand.

Currently, all major costs are being reviewed closely. New staff hires at Fraport AG will only be possible in exceptional and justified cases. Employees in both administrative and operational jobs have been offered voluntary unpaid vacation or temporary reduced working hours – where this is compatible with operational requirements. Fraport is monitoring these measures continuously and will

make modifications if required.

Dr. Stefan Schulte, Fraport AG's executive board chairman, emphasized: "The coronavirus epidemic comes at a time when Germany's aviation industry, in particular, is already facing significant challenges. In April, an increase in the German aviation tax will unilaterally strain our industry even more. However, aviation has survived a number of crises in the last few decades and emerged stronger every time. We are responding decisively to this difficult situation with our timely countermeasures."

It is too early to reliably forecast the duration and extent of flight cancellations, as well as the resulting decline in traffic volumes. Therefore, it is not yet possible to estimate the impact on our business. Fraport will issue its guidance for the current fiscal year at the company's annual financial press conference on March 13, 2020.

IAG Cargo

Decline in revenues reflects challenging macroeconomic and market conditions

IAG Cargo has reported a 7.2% year-on-year decrease in revenues in its full-year results for 2019. From January 1 to December 31 last year, the carrier listed revenues of €1,117 m. IAG Cargo also reported a 2.4% decrease in volumes and a 1% increase in capacity. Meanwhile, the company's yield last year declined by 4.9%.

IAG Cargo recently announced its 2019 full year results, reporting commercial revenues of €1,117m over the period from January 1 to December 31, 2019, a decrease of 7.2 per cent on 2018 at constant currency.

Overall yield for the year was down 4.9 per cent at constant currency. Sold tonnes were down 2.8 per cent and CTK volumes were down 2.4 per cent whilst capacity grew by 1.0 per cent.

Lynne Embleton, CEO at IAG Cargo, commented:

“As IATA has noted, it has been a tough year for the air cargo industry. The decline in our reported revenues for 2019 reflects these challenging macroeconomic and market conditions, whilst the strength of our network and products has shielded us from the worst of the drop in demand. “Amidst the overall downturn, there are some notable positives. In particular, we have seen strong export growth out of Africa over the course of the year and, more recently, a boost to perishable volumes from Latin America. Our state-of-the-art Constant Climate product, for the transportation of temperature-sensitive pharmaceutical products, has also remained resilient with strong demand, again, from Latin America in particular.

“At the start of 2019, we announced

the opening of a pharmaceutical centre at our Madrid hub, dedicated to our Constant Climate product. Since opening this Good Distribution Practice (GDP) certified facility, Constant Climate revenue out of Spain has grown by over 20% vly, giving strong return on our multi-million-euro investment and demonstrating the continued importance of the product.

“Our quest to use innovation to improve how air cargo works has continued apace. In December, we saw the successful trial of autonomous drone technology within our Madrid warehouse. We are now confident that the technology will help to improve the efficiency and reliability of our operations. As part of this year's Hangar 51, our group wide innovation programme, we have been working alongside a start-up that uses machine learning technology to optimise data extraction processes. “These exciting developments are part of IAG Cargo's continuous programme of investment to ensure we are delivering the best possible service for our customers. As we head in to 2020, we are confident that our strategy of focusing on customer service, technology and the strength of our products will continue to deliver for customers worldwide.”

LATAM

to leave oneworld effective 1 May 2020



LATAM Airlines Group will end its membership in the oneworld® alliance effective 1 May 2020, following the group's decision to leave the alliance.

Oneworld benefits for LATAM customers will be offered on oneworld flights up to and including 30 April 2020. LATAM Pass members will not receive oneworld frequent flyer benefits offered by Royal Air Maroc, which joins oneworld effective 1 April. LATAM will not offer oneworld frequent flyer member benefits to Royal Air Maroc Safar Flyer members.

Oneworld member airlines will continue to serve more than 30 airports in Central and South America, with more than 100 flights to and from the region daily, offered by American Airlines, British Airways, Iberia, Qantas, Qatar Airways as well as member-elect Royal Air Maroc.

A number of oneworld member airlines plan to maintain frequent flyer agreements with LATAM after 30 April. Customers are advised to contact their airlines or visit the airlines' frequent flyer programme websites for more information.

Cargolux celebrates



50
years of
SUCCESS

It marks a remarkable milestone for Cargolux as the all-cargo carrier celebrates its 50th anniversary. Exactly half a century ago, Luxembourg's national carrier Luxair, Iceland's national carrier Loftleiðir, the Swedish shipping company Salén and some private investors, founded Cargolux. With a single aircraft and a handful of employees, these ambitious investors created what was to become one of the world's leading all-cargo carriers. Since its inception, Cargolux has lived up to its now famous slogan 'You name it, we fly it' – the embodiment of the Cargolux spirit.

Throughout its history, the company has been a pioneer in the air freight industry. The first airline to fly the 747-400F, Cargolux was also the launch customer for the 747-8F and the first to operate both aircraft-type simulators. Even 50 years after its foundation, Cargolux remains frontrunner in its field, continuously looking for innovative and effective ways to carry out its mission. In

addition to setting high standards in the industry, the airline has also contributed to the diversification of Luxembourg's economy.

This year marks a remarkable achievement for Cargolux, a success that will be celebrated all year long with special events for our customers and staff worldwide.

"It is a remarkable achievement for an all-cargo operator to celebrate 50 years in existence and I think I speak on behalf of the whole company when I say we are proud of how far our airline has come. We have weathered many storms over the years and this celebration shows the world how committed and dedicated our employees are. In addition, I would also like to thank all of our customers and business partners in helping us get to commemorating this memorable occasion.", says Richard Forson, Cargolux's President and CEO.

A month ahead of its official anniversary date, Cargolux welcomed a specially branded aircraft to mark the occasion. LX-VCC, one of the

company's iconic 747-8 freighters, sporting a new livery emblazoned with a jubilee design and a new name "Spirit of Cargolux". It now proudly tours the world conveying the message of our success. The rest of the fleet also dons a commemorative emblem to mark the occasion and celebrate the milestone.

A retrospective website (<http://anniversary.cargolux.com>) has been launched to commemorate the airline's journey and evolution. The narrative which takes readers through the years is complemented by pictures of our core business and our fleet over half a century.

Throughout the years, the expansion of the company worldwide and the evolution of the fleet reflect its unwavering ambition. Cargolux is the number one freight-only operator in Europe and is 7th on IATA's international ranking based on international scheduled FTKs. The airline is one of only a handful of all-cargo operators to have such a rich and long-standing history.

Emirates SkyCargo and Accuity Set New Standards in Global Trade Compliance

Air cargo carrier signs multi-year deal with Accuity to optimise its sanctions compliance and export control programs

Emirates SkyCargo, the freight division of Emirates, announced that it is working with Accuity, the leading global provider of financial crime compliance, payments and Know Your Customer (KYC) solutions, to help automate and streamline its regulatory compliance screening operations, increase efficiency and improve the speed of service to its customers.

Emirates Sky Cargo has implemented Firco Trade Compliance, an Accuity solution that efficiently screens shipment documentation (such as airway bills) against sanctions, dual-use goods and regulatory watch lists, within a single interface.

The new solution enhances Emirates SkyCargo's current process, enabling the business to automate approximately 6 million compliance checks each month. This will significantly improve efficiency, while enabling Emirates to uphold the extremely high compliance standards that sit at the heart of its ethos.

Henrik Ambak, Emirates Senior Vice President, Cargo Operations Worldwide said, "Our top priority is to continue to adhere to regulatory requirements and manage our screening obligations accurately.

Working with Accuity has enabled us to screen our very high volumes of shipments more efficiently ensuring that we comply with all international regulations."

Firco Trade Compliance is an award-winning solution that was originally developed to enable banks to detect sanctions risks in trade finance transactions. Through collaborative innovation with clients, Accuity has adapted the offering to cater to the freight industry's large-scale and highly complex operational requirements.

Cargo operators are responsible for conducting due diligence on the parties and items involved in every shipment they facilitate. This includes verifying the legitimacy of the sender and recipient, checking for dual-use or controlled goods (for example, those that could have a military purpose), and ensuring the shipment is not going to or coming from a prohibited location.

Emirates will now be able to screen shipment documentation against a variety of regulatory lists, such as the



Left to right: Henrik Ambak (Senior Vice President, Cargo Operations Worldwide, Emirates), Daniel Hewitt (Regional Head – MENA, Accuity), Trevor Howard (Manager, Standards & Operational Safety, Emirates SkyCargo)

OFAC sanctions list and the EU dual and controlled goods list. Firco Trade Compliance also allows the analysis of bespoke datasets so, for example, Emirates will be able to screen goods against an endangered wildlife list, all within the same system.

"Emirates SkyCargo is firmly committed to the prevention of illegal wildlife trafficking and with the functionality of the Firco Trade Compliance system, we will now also be able to more effectively identify any wilful mis-declaration of wildlife goods that are shipped illegally," commented Ambak.

Sophie Lagouanelle, Vice President of Financial Crime Screening at Accuity said, "This project marks a significant milestone for Accuity in our strategy to expand our screening offering to the cargo industry. By working in close partnership with Emirates SkyCargo, we are redefining best practice and setting a new standard of compliance for other cargo operators to follow."



The International Air Transport Association, IATA, released data for global air freight markets showing that demand, measured in cargo tonne kilometres, CTKs, decreased by 3.3 percent in January 2020, compared to the same period in 2019.

Commenting on the results, IATA's Director-General and CEO, Alexandre de Juniac, said, "January marked the tenth consecutive month of year-on-year declines in cargo volumes."

The air cargo industry started the year on a weak footing, he explained, adding that there was optimism that an easing of US-China trade tensions would give the sector a boost in 2020.

"But that has been overtaken by the COVID-19 outbreak, which has severely disrupted global supply chains, although it did not have a major impact on January's cargo performance. Tough times are ahead. The course of future events is unclear, but this is a sector that has proven its resilience time and again," De Juniac noted.

Cargo capacity, measured in available cargo tonne kilometres, ACTKs, rose by 0.9 percent year-on-year in January 2020.

Capacity growth has now outstripped demand growth for 21 consecutive months.

Global air cargo demand down 3.3% in January 2020

It is unlikely that the COVID-19 outbreak had very much to do with January's weak performance.

Lunar New Year in 2020 was earlier than in 2019. This skewed 2020 numbers towards weakness as many Chinese manufacturers would be closed for the holiday period. March performance will give a better picture of how COVID-19 is impacting global air cargo.

Airlines in Asia-Pacific and Europe suffered sharp declines in year-on-year growth in total air cargo volumes in January 2020, while North American and Middle East carriers experienced a more moderate decline.

Latin America and Africa were the only regions to record growth in air

freight demand compared to January 2019.

Middle Eastern airlines' cargo volumes decreased 1.4 percent in January 2020 compared to the year-ago period, while capacity increased by 2.9 percent.

Against a backdrop of operational and geopolitical challenges facing some of the region's key airlines, seasonally-adjusted freight volumes ticked down in January, but a modest upwards trend has been sustained.

However, IATA noted that given the Middle East's position connecting trade between China and the rest of the world, the region's carriers have significant exposure to the impact of COVID-19 in the period ahead.

Nippon Express Begins “NEX-Forwarding Gibraltar Liner” Cross-border Transport Service to Morocco via Paris

Nippon Express Co., Ltd. has launched “NEX-Forwarding Gibraltar Liner,” a cross-border transport service offering consolidated air cargo transport from Japan to Casablanca and Tangier in Morocco.

In the “NEX-Forwarding Gibraltar Liner” service begun on Tuesday, March 25, cargo is flown from airports in Japan to Paris and, once forwarding procedures have been completed, transported and delivered by truck to Nippon Express business locations

in Morocco (Casablanca and Tangier) within six to ten days.

Nippon Express, as the only Japanese forwarder with business locations in Morocco, makes all arrangements for transport between Paris and Morocco, providing customers with reassuring support at both origin and destination.

Service features

- Utilizing space on one of the many regular flights to Paris makes possible more reliable scheduling than that

available with the relatively few direct flights to Morocco.

- Transport costs are lower than for conventional direct air transport to Morocco.

- The small number of direct cargo flights to Morocco makes the country a difficult destination for oversized cargo, but the problems associated with transporting such cargo can be resolved by combining one of the many flights to Paris with heavy truck shipping from Paris to Morocco arranged by Nippon Express.

TLX Cargo launches a coronavirus viral barrier cargo cover

TECHNOLOGY

TXLX Cargo, part of TLX Insulation Ltd, technology leader in cool chain fabrics, launches world’s first cargo cover to be built from viral barrier material to aid in the fight against coronavirus.

The TLX WEB15 cover fabric aims to seal cargo against viruses during transportation.

The challenge for our customers has been that although they can control their products against viral contamination within their premises, they are unable to assure their customers that the container itself is not contaminated. We took the



problem to our partner company Web Dynamics Ltd, who have over twenty years’ experience in manufacturing viral barrier materials’.

The result of these discussions is *TLX WEB15*, a breathable, waterproof, cargo cover built from viral barrier material, that we are now able to offer our customers world-wide.

The material has passed testing by Nelson Laboratories in Salt Lake City, USA, the world’s leading laboratory for viral barrier testing. The Web 15 fabric used in this new cover passed the Nelson test when the bacteriophage applied at a pressure of 14 kPa (2 pounds per square inch) failed to permeate from one side of the material to the other.

The *TLX WEB15* cargo cover is a two part system involving a cover and base, sealed with tape. There is no stitching in the product.

The cover, that exhausts water vapour, uses material that is a barrier to viruses between 0.1 – 0.2 microns. This enables our customers to deliver their product confident that each pallet load is transported and delivered under controlled conditions irrespective of the external environment.

Turkish Cargo adds Quito,



capital of Ecuador, to its cargo flight network

Turkish Cargo, the fastest growing global air cargo carrier, continues to expand its flight network. The successful air cargo brand has just added Quito (UIO), the capital city of Ecuador, to the destinations with direct cargo flights.

The new addition to the flight network of the Turkish Cargo is not only an important cultural and financial center but also possesses a significant export and import potential. Name of the city means the center of the earth in the local language, as the city is located 2,800 meters above the sea level, and has a rather constant and cool climate due to its altitude and proximity to equator.

Being one of the most notable flower producers of the

world, Quito hosts developed textile, metal and agricultural industries, and its most significant exports include coffee, sugar, cacao, rice, bananas and palm oil.

The first one of the Quito flights, to be operated for 2 days a week by the Boeing 777F freighters of Turkish Cargo, is planned to be operated on the Istanbul – New York – Quito – Curaçao - Maastricht (ISL-JFK-UIO-CUR-MST) line on 7th of March.

Reaching 127 countries with its extensive flight network, which includes 89 direct cargo flight destinations and more than 300 destinations, Turkish Cargo is the preferred brand in the air cargo industry as it achieves a sustainable growth with its infrastructure, operational capabilities, fleet, specialized crew and teams.

Quito schedule:

AI	FINo	Start	End	Pattern	DEP	STD	STA	ARV	A/C	AI
TK	6557	March 7, 2020	March 28, 2020	.....6.	ISL	00:55	11:55	JFK	TK	77X
TK	6557	March 7, 2020	March 28, 2020	.....6.	JFK	15:10	21:40	UIO	TK	77X
TK	6558	March 8, 2020	March 29, 2020	.....7	UIO	00:10	3:25	CUR	TK	77X
TK	6558	March 8, 2020	March 29, 2020	.....7	CUR	04:55	14:15	MST	TK	77X
TK	6558	March 8, 2020	March 29, 2020	.....7	MST	16:45	19:50	ISL	TK	77X

*All times are UTC

AI	FINo	Start	End	Pattern	Orig	STD	STA	Dest	A/C
TK	6557	April 3, 2020	Oct 23, 2020	.....5..	ISL	03:00	14:00	JFK	77X
TK	6558	April 3, 2020	Oct 23, 2020	.....5..	JFK	16:55	23:25	UIO	77X
TK	6558	April 4, 2020	Oct 24, 2020	.....6.	CUR	06:25	15:45	MST	77X
TK	6558	April 4, 2020	Oct 24, 2020	.....6.	UIO	01:55	5:10	CUR	77X
TK	6558	April 4, 2020	Oct 24, 2020	.....6.	MST	18:15	21:20	ISL	77X

*All times are UTC



Japan Airlines Selects IBS Software to Transform Cargo Terminal Operations

IBS Software, a worldwide leader of SaaS solutions to the aviation industry, has announced a contract with Japan Airlines (JAL) for the implementation of iCargo, a comprehensive cargo sales, inventory and reservations system that manages air cargo operations and movement globally and powered with business capabilities that are tailored for the unique Japanese Air Cargo market.

JAL will replace multiple legacy systems with IBS's iCargo Terminal Operations solution for Japan, the workhorse that will manage the entire operations process covering the import, export, transfers, warehouse operations and airports operations across the network. Along with significant savings in legacy system maintenance costs, JAL will also benefit from major efficiency improvements through the iCargo solution. iCargo is the industry leader in Japan and the only non-Japanese system in this market today

that has full Japanese Customs NACCS reporting capabilities. The real time availability of operational information through iCargo also helps generate actionable intelligence to understand the overall utilization of assets and thereby improve operational efficiencies.

iCargo is an integrated solution that supports the end-to-end business functions such as cargo reservations, rating, manifesting, import & export operations, warehouse management, revenue accounting, air mail handling and revenue management of cargo carrying airlines and ground handlers. iCargo follows the air cargo industry best practices and is fully compliant with global industry standards and initiatives such as Cargo IQ, C-XML, OneRecord, e-AWB and e-Freight in general.

IBS offers enterprise class availability of the iCargo business solution to all its customers with the solution hosted in IBS's data centres around the world. Deployed globally with many of the

world's leading airlines and ground handlers, 5 of the top 15 global cargo airlines have deployed iCargo to manage their air cargo business.



JAL is an iconic name in the airline industry and we are proud to welcome them to the iCargo community. Their aim is to drive efficiency improvements and iCargo, the leader and IT platform of choice for airlines especially in the Japanese market, will help their transformation into digital freight,

*said Ashok Rajan,
Senior Vice-President & Head,
Cargo & Logistics Solution Business,
IBS Software*



Air Cargo India announces Turkish Cargo as the fastest growing air cargo brand in 2020

Maintaining its successful growth, Turkish Cargo was announced as the winner of the “Fastest Growing International Cargo Airline of the Year” award at the Air Cargo Excellence Awards Night, held by the Stat Times magazine, for being the fastest-growing international air cargo carrier of the year.

Participants from the air cargo industry, agencies, customers and

followers of the global air cargo industry casted their votes for the Stat Trade Times awards, regarded as one of the biggest and most credible events of the Asian air cargo market.

The award ceremony in Mumbai, India hosted the professionals and air cargo companies from all across the globe. Apart from the prestigious award received by

Turkish Cargo, awards of over 20 categories found their recipients at the event before the conclusion of the night following the gala dinner.

Reaching 127 countries with to its extensive flight network, which includes 89 direct cargo flight destinations along with more than 300 destinations, Turkish Cargo is the preferred brand in the air cargo industry as it achieves a sustainable growth with its infrastructure, operational capabilities, fleet, specialized crew and teams.



Lutz Honerla



becomes new Managing Director of Flughafen Düsseldorf Cargo GmbH

Lutz Honerla will become the new Managing Director of Flughafen Düsseldorf Cargo GmbH (FDCG) on 1 May 2020. Until the end of July, he will manage the business together with Gerton Hulsman, who will retire at the end of August. Mr. Honerla has been working at Düsseldorf Airport for 30 years. The 59-year-old is currently head of marketing and strategy. He studied in Trier, is married, has two

children and lives with his family in Meerbusch-Osterath.

“The course has been set for the future of FDCG. Lutz Honerla seamlessly follows on from what Gerton Hulsman has built up over the past few years at the Düsseldorf logistics location. Mr. Honerla is an experienced aviation expert and we are pleased to have won him over for this position. He brings with him first-

class airline contacts from his previous activities and has an excellent network at the airport,” emphasizes Thomas Schnalke, CEO of Flughafen Düsseldorf GmbH.

Lutz Honerla will contribute his wide-ranging knowledge of the industry to Flughafen Düsseldorf Cargo GmbH from May onwards. Gerton Hulsman: “Düsseldorf’s strength in the cargo business lies in the loading of freight in passenger aircraft. This is where Lutz Honerla will be able to make optimum use of his many years of know-how in passenger transport”.

Thomas Schnalke: “We wish Lutz Honerla every success in his new position. At the same time we would like to express our special thanks to Mr. Hulsman for 13 years of successful work at Düsseldorf Airport. Under his leadership, for example, our cargo subsidiary became the first German company to receive CEIV pharmaceutical certification from the International Air Transport Association for its safe handling of pharmaceutical products. Now we wish him all the best for his well-deserved retirement when he leaves the company at the end of August”.

Düsseldorf Airport is a first-class location for air freight. More than 100,000 German and international companies are located in the region. 18 million people live within a radius of 100 kilometers in the catchment area of Düsseldorf International Airport. The Rhine-Ruhr region is also the third strongest economic area in Europe.

Flughafen Düsseldorf Cargo GmbH is a wholly-owned subsidiary of Flughafen Düsseldorf GmbH and employs around 200 people. The company manages the import cargo handling of almost all airlines operating at the airport in Düsseldorf and runs the export warehouse for more than 40 airlines. Last year, the company handled around 81,000 tons of air freight.

Thilo Schmid, Senior Vice President Aviation, and his team will remain the familiar contacts in the aviation sector for all airline partners at Düsseldorf Airport even after Lutz Honerla’s move.

The Cool Chain

Association joins Cargo iQ's latest initiative to support supply chain quality



CCA members will take part in a Cargo iQ Pilot Program exploring Care Mapping in the pharma cool chain

Luxembourg and Geneva, Monday 17th March 2020: The Cool Chain Association (CCA) is backing a new Cargo iQ initiative for Care Mapping in the temperature-controlled supply chain.

CCA members will join an Advisory Board supporting Cargo iQ's Pilot Program, which aims to develop tools and standards for planning and control, as well as for process and provider evaluation of conditions under which shipments move.

"CCA members are focused on improving the cool chain to help reduce food loss and to ensure that life-saving pharma shipments arrive safely with the patients that need them," said Stavros Evangelakakis, CCA Chairman, and Head of Global Healthcare at Cargolux Airlines.

"To achieve true transparency and move the industry forward, it is vital that we collaborate and share knowledge with like-minded stakeholders such as Cargo iQ and its members."

Cargo iQ's Care Mapping Pilot will initially focus on pharmaceuticals, with other Special Care services, such as valuables, live animals, and perishables, being road-tested once the methodology has been finalized.

"Cargo iQ works with leading stakeholders such as CCA from across the air cargo industry to test the concept and help develop a simple, scalable method to provide both top-down and bottom-up planning, as well as transparency for all operators in the supply chain," said Ariaen Zimmerman, Executive Director, Cargo iQ.

CCA will be announcing a series of new initiatives and events over the coming months, all focused on delivering tangible benefits to the

temperature-controlled supply chain.

CCA will host two events this year, it's Eighth Pharma and Biosciences Conference in Vienna, Austria, on the 21st and 22nd September 2020, and a Perishables Conference in Cape Town, South Africa, in June. Cargo iQ will officially launch its Care Mapping Pilot, announcing the companies that are taking part, at the International Air Transport Association (IATA)'s World Cargo Symposium, Istanbul, Turkey, on March 11th, 2020.

Cargo iQ will also hold its Annual General Meeting in Istanbul together with the announcement of another Pilot on parameters for service differentiation.

Cargo iQ Pilots are open to any relevant company and are not restricted to Cargo iQ members. Cargo iQ's next working group meeting will be held from 12-14 May 2020. Location to be announced in due course.

IATA and IPC team up on e-commerce shipments

IATA and the International Post Corporation (IPC) will step up their efforts to promote the development and expansion of safe, secure, accessible and high-quality airmail and air cargo services.

The two organisations said they had today signed a memorandum of understanding (MoU) to reinforce their co-operation and have identified seven specific areas in which they will work together (see below).

The move comes as cross-border e-commerce continues to grow at a rapid rate.

IATA's director general and chief executive Alexandre de Juniac said: "International e-commerce is growing at around 20% per year, leading to rapidly changing market conditions for airlines and posts.

"Ensuring customers get their packages on time while safety and security in postal air transport is maintained is the main priority for posts and air transport operators alike. Cooperation across the supply chain is a must."

Holger Winklbauer, chief executive of IPC added: "For more than 10 years,

the cooperation between airlines and postal operators has enhanced processes and increased visibility of airmail transport.

"With this agreement, we want to further strengthen our ties and identify further opportunities for cooperation and joint developments. Both of our sectors can win from a reinforced cooperation in terms of competitiveness and quality of service. Ultimately, this agreement will benefit consumers through more reliable and faster delivery of cross-border mail and packets transported by air."

IATA and IPC intend to work together on seven specific areas:

1. Improving the security, handover, carriage, delivery and settlement of airmail between postal operators and air carriers. This includes e-commerce, economic and commercial matters.

2. Developing and maintaining industry standards and procedures as well as services and solutions for both physical flows and electronic data interchange relating to airmail.

3. Aligning existing services and solutions, along with developing new ones to ensure harmonized compatibility and efficient application of resources.

4. Finding technology-based standards and solutions for piece level tracking in airmail.

5. Addressing volumetric challenges, through initiatives such as Air Packet

Box, and allocation and booking procedures for airmail.

6. Developing regional onboarding initiatives and global campaigns on airmail process optimization and standardization.

7. Improving the involvement of ground handlers and other industry stakeholders on matters concerning airmail.

Kuehne + Nagel highlights "stable" 2019 airfreight results

Kuehne + Nagel (K+N) has released its full-year results for 2019.

The Group overall saw its net turnover increase by 1.5% to CHF21.1bn in 2019. The business grew its gross profit by 3.5% from CHF7.7bn in 2018 to CHF8bn in 2019.

Meanwhile, earnings before interest and tax (ebit) increased by 7.5% to CHF1.1 bn, exceeding the 1bn CHF mark for the first time.

However, the drop in demand for airfreight last year, particularly in key European countries, negatively impacted K+N's airfreight turnover, which declined by 4.5%, from CHF4.9bn in 2018 to down to CHF4.7 bn in 2019.

K+N's airfreight volumes decreased by 5.7% year on year to 1.6 m tonnes.

K+N revealed that gross profit

increased in its airfreight division last year – by 9.6% year on year to CHF1.3bn. Ebit however decreased by 7.3% to SFr329m.

Detlef Trefzger, chief executive of K+N, commented: "In a changing market, we continued to see our strategy yield success.

"We managed to keep results stable in the more volatile airfreight business."



COVID-19

Hits January Passenger Demand: IATA

The International Air Transport Association (IATA) announced global passenger traffic data for January 2020 showing that demand (measured in total revenue passenger kilometers or RPKs) climbed 2.4% compared to January 2019. This was down from 4.6% year-over-year growth for the prior month and is the lowest monthly increase since April 2010, at the time of the volcanic ash cloud crisis in Europe that led to massive airspace closures and flight cancellations. January capacity (available seat kilometers or ASKs) increased by 1.7%. Load factor climbed 0.6 percentage point to 80.3%.

“January was just the tip of the iceberg in terms of the traffic impacts we are seeing owing to the COVID-19 outbreak, given that major travel restrictions in China did not begin until 23 January. Nevertheless, it was still enough to cause our slowest traffic growth in nearly a decade,” said Alexandre de Juniac, IATA’s Director General and CEO.

International Passenger Markets

January international passenger demand rose 2.5% compared to January 2019, down from 3.7% growth the previous month. With the exception of Latin America, all regions recorded increases, led by airlines in Africa and the Middle East that saw minimal impact from the COVID-19 outbreak in January. Capacity climbed 0.9%, and

JANUARY 2020 (% YEAR-ON-YEAR)	WORLD SHARE ¹	RPK	ASK	PLF (%-PT) ²	PLF (LEVEL) ³
Total Market	100.0%	2.4%	1.7%	0.6%	80.3%
Africa	2.1%	5.2%	6.1%	-0.6%	70.2%
Asia Pacific	34.7%	0.4%	2.2%	-1.5%	79.9%
Europe	26.8%	1.6%	-0.5%	1.7%	81.6%
Latin America	5.1%	0.4%	0.0%	0.3%	82.6%
Middle East	9.0%	5.9%	0.6%	3.9%	78.5%
North America	22.2%	5.7%	3.6%	1.6%	81.2%

1-% of Industry RPKs in 2019 2-Year-on-year change in load factor 3-Load factor level

load factor rose 1.2 percentage points to 81.1%.

Asia-Pacific airlines' January traffic climbed 2.5% compared to the year-ago period, which was the slowest outcome since early 2013 and a decline from the 3.9% increase in December. Softer GDP growth in several of the region's key economies was compounded by COVID-19 impacts on the international China market. Capacity rose 3.0% and load factor slid 0.4 percentage point to 81.6%.

European carriers saw January demand climb just 1.6% year-to-year, down from 2.7% in December. Results were impacted by slumping GDP growth in leading economies during the 2019 fourth quarter plus flight cancellations related to COVID-19 in late January. Capacity fell 1.0%, and load factor lifted 2.1 percentage points to 82.7%.

Middle Eastern airlines posted a 5.4% traffic increase in January, the fourth consecutive month of solid demand growth, reflecting strong performance from larger Europe-Middle East and Middle East-Asia routes, which were not significantly impacted by route cancellations related to COVID-19 at that time. Capacity increased just 0.5%, with load factor jumping 3.6 percentage points to 78.3%.

North American carriers' international demand rose 2.9% compared to January a year ago, which represented a slowdown from

the 5.2% growth recorded in December, although there were no significant flight cancellations to Asia in January. Capacity climbed 1.6%, and load factor grew by 1.0 percentage point to 81.7%.

Latin American airlines experienced a 3.7% demand drop in January compared to the same month last year, which was a further deterioration compared to a 1.3% decline in December. Traffic for Latin American carriers has now been particularly weak for four consecutive months, reflecting continued social unrest and economic difficulties in a number of countries in the region unrelated to COVID-19. Capacity fell 4.0% and load factor edged up 0.2 percentage point to 82.7%.

African airlines' traffic climbed 5.3% in January, up slightly from 5.1% growth in December. Capacity rose 5.7%, however, and load factor slipped 0.3 percentage point to 70.5%.

Domestic Passenger Markets

Demand for domestic travel climbed 2.3% in January compared to January 2019, as strong growth in the US helped mitigate the impact from a steep decline in China's domestic traffic. Capacity rose 3.0% and load factor dipped 0.5 percentage point to 78.9%.

Chinese airlines' domestic traffic fell 6.8% in January, reflecting the impact of flight cancellations and travel

restrictions related to COVID-19. China's Ministry of Transport reported an 80% annual fall in volumes in late January and early March. Capacity slipped 0.2% and passenger load factor plunged 5.4 percentage points to 76.7%.

US airlines saw domestic traffic climb 7.5% in January. Although this was down from 10.1% growth in December, it represented another strong month of demand growth reflecting supportive business confidence and domestic economic outcomes at the time. Capacity rose 4.9% and load factor climbed 1.9 percentage points to 81.1%.

The Bottom Line

"The COVID-19 outbreak is a global crisis that is testing the resilience not only of the airline industry but of the global economy. Airlines are experiencing double-digit declines in demand, and on many routes traffic has collapsed. Aircraft are being parked and employees are being asked to take unpaid leave. In this emergency, governments need to consider the maintenance of air transport links in their response. Suspension of the 80/20 slot use rule, and relief on airport fees at airports where demand has disappeared are two important steps that can help ensure that airlines are positioned to provide support during the crisis and eventually in the recovery," said de Juniac.

JANUARY 2020 (% YEAR-ON-YEAR)	WORLD SHARE ₁	RPK	ASK	PLF (%-PT) ₂	PLF (LEVEL) ₃
Domestic	36.2%	2.3%	3.0%	-0.5%	78.9%
Dom. Australia	0.8%	0.1%	-1.4%	1.2%	79.3%
Domestic Brazil	1.1%	2.1%	0.1%	1.6%	85.7%
Dom. China P. R.	9.8%	-6.8%	-0.2%	-5.4%	76.7%
Domestic India	1.6%	2.5%	2.3%	0.1%	86.1%
Domestic Japan	1.1%	3.8%	1.9%	1.3%	68.1%
Dom. Russia. Fed.	1.5%	3.9%	8.3%	-3.1%	72.2%
Domestic US	14.0%	7.5%	4.9%	1.9%	81.1%

1-% of Industry RPKs in 2019 2-Year-on-year change in load factor 3-Load factor level

IATA Updates

COVID-19 Financial Impacts Relief Measures Needed

The International Air Transport Association (IATA) updated its analysis of the financial impact of the novel coronavirus (COVID-19) public health emergency on the global air transport industry. IATA now sees 2020 global revenue losses for the passenger business of between \$63 billion (in a scenario where COVID-19 is contained in current markets with over 100 cases as of 2 March) and \$113 billion (in a scenario with a broader spreading of COVID-19). No estimates

are yet available for the impact on cargo operations.

IATA's previous analysis (issued on 20 March 2020) put lost revenues at \$29.3 billion based on a scenario that would see the impact of COVID-19 largely confined to markets associated with China. Since that time, the virus has spread to over 80 countries and forward bookings have been severely impacted on routes beyond China.

Financial markets have reacted strongly. Airline share prices have fallen

nearly 25% since the outbreak began, some 21 percentage points greater than the decline that occurred at a similar point during the SARS crisis of 2003. To a large extent, this fall already prices in a shock to industry revenues much greater than our previous analysis.

To take into account the evolving situation with COVID-19, IATA estimated the potential impact on passenger revenues based on two possible scenarios:

Updated impact scenario 2

#COVID19

-\$113 billion

Worldwide passenger revenue loss in a extensive spread scenario

IATA

The infographic features a background image of an airport terminal with a large window reflecting an airplane. The text is overlaid on this image. A yellow circle in the top left corner contains the text 'Updated impact scenario 2'. The top right corner has the hashtag '#COVID19'. The central focus is the large white text '-\$113 billion' with 'Worldwide passenger revenue loss in a' in smaller white text below it. The words 'extensive spread' and 'scenario' are highlighted in yellow boxes. The IATA logo is in the bottom right corner.

MARKET	IMPACT ON PASSENGER NUMBERS	IMPACT ON PASSENGER REVENUES
Australia, China, Japan, Malaysia, Singapore, South Korea, Thailand, Vietnam	-23%	-\$49.7 billion
Rest of Asia Pacific	-9%	-\$7.6 billion
Austria, France, Italy, Germany, Netherlands, Norway, Spain, Switzerland, Sweden, the United Kingdom	-24%	-\$37.3 billion
Rest of Europe	-9%	-\$6.6 billion
Bahrain, Iraq, Iran, Kuwait, Lebanon, the United Arab Emirates	-23%	-\$4.9 billion
Rest of Middle East	-9%	-\$2.3 billion
Canada and US	-10%	-\$21.1 billion

Note: Revenue loss figures are not additive due to overlaps of some markets, e.g., revenues for China and Germany both contain the revenues for the China-Germany market. Revenues are base fare revenues for all airlines flying to, from and within the country.

Scenario 1: Limited Spread

This scenario includes markets with more than 100 confirmed COVID-19 cases (as of 2 March) experiencing a sharp downturn followed by a V-shaped recovery profile. It also estimates falls in consumer confidence in other markets (North America, Asia Pacific and Europe).

The markets accounted for in this scenario and their anticipated fall in passenger numbers, due to COVID-19, as are as follows: China (-23%), Japan (-12%), Singapore (-10%), South Korea (-14%), Italy (-24%), France (-10%), Germany (-10%), and Iran (-16%). Additionally, Asia (excluding China, Japan, Singapore and South Korea) would be expected to see an 11% fall in demand. Europe (excluding Italy, France and Germany) would see a 7% fall in demand and Middle East (excluding Iran) would see a 7% fall in demand.

Globally, this fall in demand translates to an 11% worldwide passenger revenue loss equal to \$63 billion. China would account for some \$22 billion of this total. Markets associated with Asia (including China)

would account for \$47 billion of this total.

Scenario 2: Extensive Spread

This scenario applies a similar methodology but to all markets that currently have 10 or more confirmed COVID-19 cases (as of 2 March). The outcome is a 19% loss in worldwide passenger revenues, which equates to \$113 billion. Financially, that would be on a scale equivalent to what the industry experienced in the Global Financial Crisis.

Africa and Latin America/Caribbean regions are not explicitly included in this market-based analysis, because there are currently no countries in either region with at least 10 COVID-19 cases.

Mitigation

Oil prices have fallen significantly (-\$13/barrel Brent) since the beginning of the year. This could cut costs up to \$28 billion on the 2020 fuel bill (on top of those savings which would be achieved as a result of reduced operations) which would provide some relief but would not significantly cushion the devastating

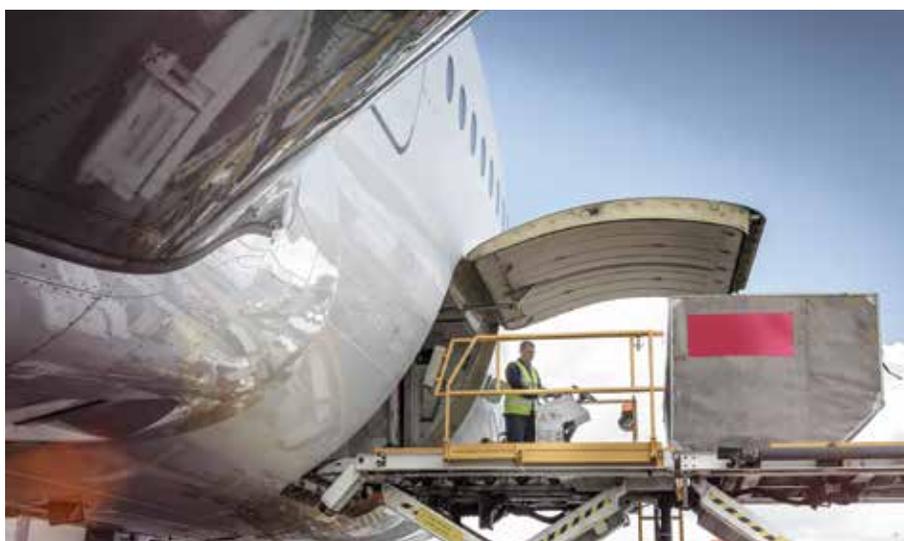
impact that COVID-19 is having on demand. And it should be noted that hedging practices will postpone this impact for many airlines.

Impact

“The turn of events as a result of COVID-19 is almost without precedent. In little over two months, the industry’s prospects in much of the world have taken a dramatic turn for the worse. It is unclear how the virus will develop, but whether we see the impact contained to a few markets and a \$63 billion revenue loss, or a broader impact leading to a \$113 billion loss of revenue, this is a crisis. “Many airlines are cutting capacity and taking emergency measures to reduce costs. Governments must take note. Airlines are doing their best to stay afloat as they perform the vital task of linking the world’s economies. As governments look to stimulus measures, the airline industry will need consideration for relief on taxes, charges and slot allocation. These are extraordinary times,” said Alexandre de Juniac, IATA’s Director General and CEO.



Air Cargo Demand Down 3.3% in January 2020: IATA



The International Air Transport Association (IATA) released data for global air freight markets showing that demand, measured in cargo tonne kilometers (*CTKs), decreased by 3.3% in January 2020, compared to the same period in 2019.

"January marked the tenth consecutive month of year-on-year declines in cargo volumes. The air cargo industry started the year on a weak footing. There was optimism that an easing of US-China trade tensions would give the sector a boost in 2020. But that has been overtaken

by the COVID-19 outbreak, which has severely disrupted global supply chains, although it did not have a major impact on January's cargo performance. Tough times are ahead. The course of future events is unclear, but this is a sector that has proven its resilience time and again," said Alexandre de Juniac, IATA's Director General and CEO.

Cargo capacity, measured in available cargo tonne kilometers (ACTKs), rose by 0.9% year-on-year in January 2020. Capacity growth has now outstripped demand growth for 21 consecutive months.

It is unlikely that the COVID-19 outbreak had very much to do with January's weak performance. Lunar New Year in 2020 was earlier than in 2019. This skewed 2020 numbers towards weakness as many Chinese manufacturers would be closed for the holiday period. March performance will give a better picture of how COVID-19 is impacting global air cargo.

Regional Performance

Airlines in Asia-Pacific and Europe suffered sharp declines in year-on-year growth in total air cargo volumes in January 2020, while North American and Middle East carriers experienced a more moderate decline. Latin America and Africa were the only regions to record growth in air freight demand compared to January 2019.

Asia-Pacific airlines saw demand for air cargo contract by 5.9% in January 2020, compared to the year-earlier period. This was the sharpest drop in freight demand of any region for the month. Capacity growth was flat. Seasonally-adjusted cargo demand rose slightly however, following the thawing of US-China trade relations. The impact from COVID-19 is expected to affect March's performance.

North American airlines saw

JANUARY 2020 (% YEAR-ON-YEAR)	WORLD SHARE ¹	CTK	ACTK	CLF(%-PT) ²	CLF(LEVEL) ³
Total Market	100.0%	-3.3%	0.9%	-1.9%	45.0%
Africa	1.8%	6.8%	5.9%	0.3%	35.6%
Asia Pacific	34.5%	-5.9%	0.0%	-3.0%	47.4%
Europe	23.6%	-3.7%	-3.0%	-0.3%	50.1%
Latin America	2.8%	1.4%	2.4%	-0.3%	31.1%
Middle East	13.0%	-1.4%	2.9%	-1.9%	42.6%
North America	24.3%	-1.3%	3.4%	-2.0%	42.4%

1- % of industry CTKs in 2019 2- Year-on-year change in load factor 3-Load factor level

demand decrease by 1.3% in January 2020, compared to the same period a year earlier. Capacity increased by 3.4%. Seasonally-adjusted cargo demand rose slightly however, amid a more supportive operating environment and following the thawing of US-China trade relations.

European airlines posted a 3.7% decrease in cargo demand in January 2020 compared to the same period a year earlier – more than double the 1.3% drop in year-on-year demand in December. Seasonally-adjusted demand also dropped sharply, disrupting the positive trend that started mid-2019. Capacity decreased by 3.0% year-on-year.

Middle Eastern airlines' cargo volumes decreased 1.4% in January 2020 compared to the year-ago period. Capacity increased by 2.9%. Against a backdrop of operational and geopolitical challenges facing some of the region's key airlines, seasonally-adjusted freight volumes ticked down in January, but a modest upwards trend has been sustained. However, given the Middle East's position connecting trade between China and the rest of the world, the region's carriers have significant exposure to the impact of COVID-19 in the period ahead.

Latin American airlines experienced an increase in freight demand in January 2020 of 1.4% compared to January 2019 – reversing the 2.5% decrease in December. Seasonally-adjusted freight volumes in the region also ticked upwards, underpinned by new route connections, which is a positive development for the region's carriers. Capacity increased by 2.4% year-on-year.

African carriers posted the fastest growth of any region for the 11th consecutive month in January 2020, with an increase in demand of 6.8% compared to the same period a year earlier. Growth on the smaller Africa-Asia trade lanes (up 12.4% in 2019) contributed to the positive performance. Capacity grew 5.9% year-on-year.

Breaking news:

IATA postpones World Cargo Symposium



IATA has postponed this year's World Cargo Symposium as a result of coronavirus-related cancellations.

The three-day event has become the largest annual event in the air cargo calendar, attracting more than 1,000 attendees and 40 exhibitors.

The show had been due to take place next week in Istanbul, but the airline association said that despite there being no reported cases in Turkey, it had taken the decision to postpone.

IATA said: "Over the past few days, we have been receiving enquiries about the status of the upcoming 14th World Cargo Symposium (WCS) in Istanbul due to the coronavirus outbreak (COVID-19).

"Although there have been no reported cases in Turkey, we have taken the decision to postpone the event.

"Since the first outbreak of COVID-19 in mainland China, we have been monitoring the situation in Istanbul closely, working daily with local and international authorities.

"We have been following the WHO's guidelines. However, there has been an increase in the number of participant cancellations over the past few days for reasons including company travel bans and senior delegates needing to stay close to base during the crisis, therefore, we feel that it would be best to postpone the event.

"Further information will follow in the coming days regarding delegate, sponsor and exhibitor situations and consequential actions that need to be taken.

"We are very sorry that this decision had to be taken but we are sure you will all agree it was the correct one and for the right reasons."

So far, IATA has yet to comment on when the event has been postponed until.

The symposium was set to feature plenary sessions, specialised tracks, workshops and executive summits, tackling aspects related to technology and innovation, security and customs, cargo operations and sustainability.



Lödige Industries

to deliver
Swissport
cargo
handling
system for
Frankfurt
Cargo City
Süd

Construction well under way

Lödige Industries is to deliver a modern, fast and efficient cargo handling facility for Swissport’s new cargo terminal in Frankfurt Cargo City Süd. Construction of the new 2900 m² facility is well under way and Lödige Industries has commenced production of the cargo handling system at its manufacturing facilities in Germany and Rumania.

The new facility is due for hand-over in the autumn of 2020 and will feature a space-saving and fast automated storage and retrieval system for 115 main deck unit load devices (ULDs) over two levels with an upgrade option to implement three levels. The system is operated by two of Lödige’s proven 15ft elevating transfer vehicles, which the

company has installed in close to 50 terminals worldwide.

Björn Ussat, Director Airport Logistics Solutions at Lödige Industries said: “We’re very pleased to support Swissport’s impressive growth goals with an air freight handling system that we know will deliver on their speed, reliability and efficiency targets for years to come and which will ultimately facilitate cargo flows through Frankfurt airport.” “Our selection of Lödige Industries is testament to our commitment to optimum service delivery and our ambitious efficiency and reliability goals for our clients around the world”, said Willy Ruf, Senior Vice President Swissport Central & Eastern Europe.

Etihad Cargo selects ECS group as Cargo Service Provider in Key Asian, European and North American Markets

In line with the recent implementation of the new global sales distribution structure across its network, Etihad Cargo, the cargo and logistics arm of the Etihad Aviation Group, has selected ECS Group, the world's largest General Sales & Support services group, to deliver a significant scope of its new regional sales operating model across multiple-territories.

Etihad Cargo has entered into Cargo Service Provider (CSP) agreements with ECS Group's subsidiary company Globe Air to provide customer service, reservations, post-flight support, operations support, accounting and billing support services in the United States, United Kingdom, Germany, Netherlands, Singapore, Indonesia and Malaysia. Etihad Cargo will itself lead sales activities in those territories through its own commercial organisation.

Furthermore, through ECS Group's subsidiary companies Globe Air, UniversalGSA and ExpAir, the parties entered into CSP agreements that also cover sales services in Canada, Belgium, Switzerland, Austria, the Czech Republic, Slovakia and the Nordics, as well as Los Angeles and the offline Etihad stations in the United States.

Services under the new agreements will commence on April 1st 2020 across all the above territories, with the exception of the Czech Republic where services are expected to commence on June 1st 2020.

Abdulla Shadid, Managing Director Cargo & Logistics Services at Etihad Aviation Group, said: "We are delighted to be working with ECS Group as a strategic partner to fulfil a key pillar of our all-encompassing commercial



transformation. This milestone comes following an extensive 10-month evaluation process to source like-minded partners who share our vision for digital cargo transformation using data-driven market insights and deep customer knowledge. ECS Group's ability to deliver cost-effective sales operations through bundling multiple jurisdictions and maximising economies of scale was a key factor in their award."

Etihad's renewed regional distribution strategy is designed for the carrier to lead its own sales and commercial activities in select global cargo gateways, with key leadership appointments made across North America, Europe, Middle East, Africa and Asia. The partnership with ECS Group further supports this strategy through offering various complimentary sales and non-sales support activities.

Adrien Thominet, Chief Executive Officer of ECS Group, said "Helping

Etihad Cargo to develop its business strategy is a fantastic adventure, and we are especially honoured to have been chosen to support them in key markets in Asia, Europe and North America. To maximise Etihad Cargo's freight revenue in these regions, we have worked on unique solutions and digital tools that are tailored to and designed exclusively for the airline. We share Etihad Cargo's vision of putting digital at the heart of efforts to expand air freight, and this shared vision is an essential aspect of our partnership."

Etihad Cargo launched its revamped strategy in 2018 and has since rolled out significant initiatives across its fleet and network, digital capabilities, product verticals and physical infrastructure, as well as investing in internal resources and sales organisations to drive a heightened customer experience and cement its position as an international air cargo airline partner of choice.

Agility Names Chris Price

New Global Integrated Logistics CEO

Agility, a leading global logistics provider, has announced that the CEO of its Global Integrated Logistics (GIL) business, Essa Al-Saleh, will be stepping down after thirteen years in the role and twenty two years with the company.

He will be succeeded by industry veteran Chris Price, who will become GIL CEO on May 1.

"I am truly grateful to Essa for his foundational role in making Agility a leading player in our industry. His partnership, dedication, and commitment to Agility's journey stand out," said Tarek Sultan, Agility Vice-Chairman and CEO.

Al-Saleh leaves the company to pursue personal interests, but will continue to offer advisory support.

"Essa's legacy is spearheading 40+ acquisitions and integrating these businesses into a single network of more than 18,000 employees, operating in 100+ countries, and contributing near \$4 billion in revenue," Sultan said. "Essa is a true leader: he built a strong company culture while driving consistent improvement in growth and profitability.

He leaves Agility GIL in a position of strength."

Successor Chris Price currently heads Agility's nearly \$1.5 billion Asia Pacific logistics business and has been with the company for thirty-six years. Before becoming Regional CEO for Asia, Price served in multiple leadership roles, including CEO Netherlands, CEO for the UK and Ireland, and CEO for Northern Europe, which included the Nordic countries.

"Chris has demonstrated extraordinary skill and leadership at every step. He is customer-centric and experienced in leading high-performing teams," said Agility CEO Tarek Sultan. "Chris brings strategic vision and deep operational understanding to this role. His strong relationships in our business and with customers will help ensure a smooth transition."

Soren Poulsen, currently head of Agility GIL North Asia, will succeed Price as regional CEO for Asia-Pacific. Poulsen joined Agility in 2014 as CEO Greater China, and later assumed the role of Area CEO for North Asia which includes Japan, Korea & Taiwan.



B&H Worldwide expands Melbourne facilities ten-fold

To cater for an increasing demand from its customers in Oceania, aerospace logistics provider, B&H Worldwide expands its warehouse and offices in Melbourne (MEL).

From the new larger facility – a ten-fold expansion – its specialist teams will now be able to store, handle and process an ever expanding number of customers' aerospace inventories including large-scale items such as aero engines and tyres.

The new facility is 10 minutes' drive from Tullamarine airport (MEL) and is ideally positioned for handling the

growing number of AOG (aircraft-on-ground) shipments the company is now carrying, it says.

Additional warehouse staff have been employed to provide round-the-clock coverage within the facility. All staff will report to B&H's head of Operations, Oceania – Colin Kaltner – who is also based at the site.

Describing the expansion Kaltner says: "There are multiple benefits for our customers from this expansion in Melbourne. And as our primary forward stocking location for Australia and the South Pacific we are now able to cater



to all their expansion requirements. They will have global visibility of their inventory through our unique, cloud-based track and trace platform FirstTrac and with our increased capacity we can provide a full range of specialist aerospace logistics services."

The expanded B&H team in Melbourne will also offer specialist Dangerous Goods services.



Finnair adds DEL, LAX frequencies for peak summer 2020



Finnair is adding three weekly frequencies to Delhi once the peak travel season for summer 2020 begins at the end of June. Finnair currently flies four weekly frequencies to Delhi.

As of 1 July, the route will be operated daily for the remainder of the summer season, as well as for the upcoming winter season. Finnair's Delhi route is operated with an A330 aircraft and connects well to Finnair's wide European and transatlantic networks, the carrier notes.

Finnair is also adding a weekly frequency to its popular Los Angeles (LAX) route. The new frequency, which will be operated with an A350, will be flown on Fridays as of 3 July and will be operated until the end

of the 2020 summer season which concludes on 24 October 2020. Currently, Finnair operates three weekly flights year-round to Los Angeles, on Tuesdays, Thursdays and Sundays.

In addition to its year-round Los Angeles flights, Finnair flies to four additional transatlantic destinations, including year-round service to New York JFK as well as seasonal flights to Chicago O'Hare (ORD), San Francisco (SFO) and Miami (MIA).

Finnair's transatlantic routes are operated within the Atlantic joint business between Finnair, American Airlines, British Airways and Iberia. Currently, the four airlines operate over 100 daily return flights between Europe and North America.



BBAM Orders Three 737-800 Boeing Converted Freighters

BBAM and Boeing announced the lessor has ordered three 737-800 Boeing Converted Freighters (BCF), underscoring the growing e-commerce and express sector of the air cargo market. BBAM has one of the world's biggest Next-Generation 737 fleets and has chosen the BCF program to convert three airplanes in its existing fleet.

"Through the Boeing freighter conversion program, these 737-800s will continue to deliver value for our customers and investors for many years to come," said Steve Zissis, president and CEO of BBAM.

"The 737-800 is an integral part of BBAM's managed fleet of commercial passenger jet aircraft, and we see strong interest from our customers in the standard-body freighter. We chose Boeing's conversion program because

we believe it maximizes the platform's capability and reliability."

The 737-800BCF is built on the Next-Generation 737 platform, well known for its reliability and efficiency. The airplane carries up to 52,800 pounds (23.9 metric tons) of payload with excellent operating economics to maximize operators' profits. Since entering service in 2018, the 737-800BCF has won 130 orders and commitments.

"BBAM is one of the world's leading leasing companies, known for their smart approach to investment. We are delighted that BBAM has selected the Boeing Converted Freighter program to extend the life of their Next-Generation 737s and capture a new market opportunity in the years ahead," said Ihsane Mounir, Boeing's senior vice

president of Commercial Sales and Marketing.

"This agreement shows how we can serve our customers by delivering efficient and reliable airplanes and a portfolio of services that extracts value throughout the life of those jets."

According to the Boeing Commercial Market Outlook, 2,820 freighters will enter the global fleet to meet market demand, including 1,220 standard-body passenger-to-freighter conversions. Responding to strong market demand, Boeing announced plans to add a 737-800BCF production line at Guangzhou Aircraft Maintenance Engineering Company Ltd. (GAMECO) this summer.

"Passenger-to-freighter conversions give us the opportunity to demonstrate our skill and expertise," said GAMECO General Manager Norbert Marx.

Worldwide Flight Services earns IATA CEIV at CDG Pharma Centre



Worldwide Flight Services (WFS) has been awarded IATA CEIV Pharma certification for its new EUR 10 million Pharma Centre at Paris Charles de Gaulle Airport (CDG) for the handling of temperature-controlled healthcare and life science products.

Opened in September last year, the Centre is the only dedicated facility at the airport – the second largest air cargo gateway in Europe – with a team of dedicated and trained experts, temperature-controlled warehousing, and a transport fleet specifically adapted to guarantee pharmaceutical shipments integrity.

Nearly 30 airlines and freight forwarders are already using the Pharma Centre, which is forecast to handle over 8,000 tonnes of products in 2020.

Hugo Rodrigues, vice president Cargo France at WFS, says: “Investing in the Pharma Centre supports WFS’ strategy to broaden our product offering by supporting the needs of both our airline and forwarding customers as well as their customers, which, in this case, are major pharmaceutical companies that demand the highest standards of compliance to protect the integrity of their products.

“Gaining IATA CEIV Pharma certification so soon after opening the Centre recognises our intention to meet the highest industry standards. It also adds to Paris CDG’s reputation as one of the world’s leading air cargo gateways,” Rodrigues adds.

WFS has been investing in pharma handling centres at locations around its global network. In 2019, this included the opening of other facilities in Copenhagen, Johannesburg, Miami and New York JFK.

Located in the heart of the airport’s cargo area, WFS’ 2,400sqm Pharma Centre in Paris offers landside and airside acceptance capabilities and significant temperature-controlled storage. The dedicated operation has its own docks and manoeuvring area for the loading and unloading of temperature-controlled pharmaceutical shipments and incorporates:

- a dedicated room for loose cargo storage at +15 to +25°C with a capacity for 108 euro-pallets on four levels of racking;
- a separate cold room for loose cargo storage at +2 to +8°C with the capacity to store 47 euro-pallets on the ground, and with additional racking also available;
- a small freezing room for loose cargo storage at -20°C capable of handling 9 euro-pallets at a time;
- two temperature-controlled areas for +2 to +25°C for cargo unit load devices with a combined capacity to store 53 P2P or 106 AKE pallets.

New technologies used in the facility include digital systems to improve operational efficiency and shipment visibility. The warehouse management system (WMS) supports the use of barcode scanning for real-time storage capacity monitoring and management,

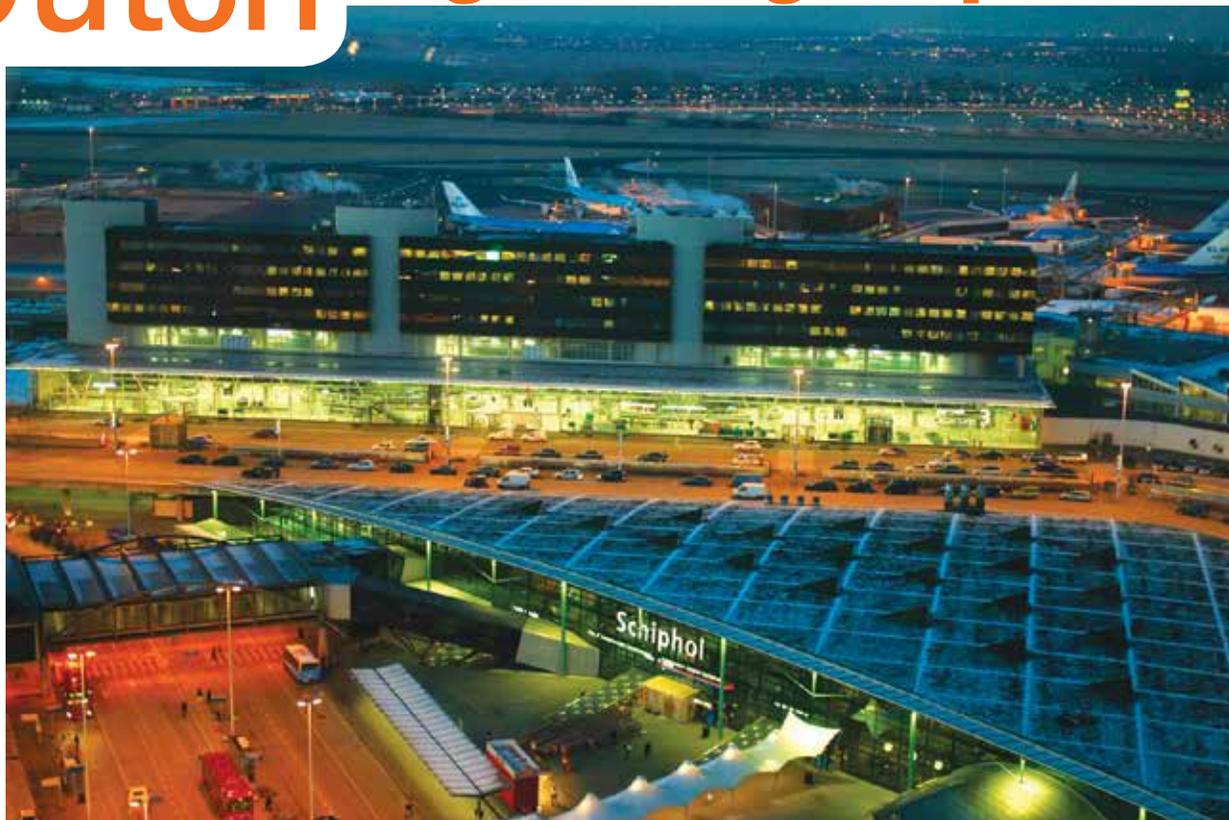
ensuring constant tracking of shipments from the Pharma Centre to and from aircraft, with time and date statements available on demand. A temperature monitoring solution with a Cloud platform also collects temperature and humidity data in real-time via sensors and enables this information to be accessed on mobile devices.

Pulse, WFS’ cloud-based global platform for incident and inspection management has also been successfully deployed. With its mobile application functionality, Pulse enables real-time reporting of non-conformities and access to live dashboards. New functionalities are being developed to generate immediate automated reports for customers.

The WFS Pharma Centre is served by a fleet of exclusively-designed temperature-controlled three-pallet trailers and cool dollies as part of WFS’ end-to-end airport handling solution and works in accordance with the strict temperature requirements for specific pharmaceutical product groups. It is also equipped with controlled-access and screening, CCTV and alarm systems to ensure 24/7 safety and security, monitored by the company’s Security Operational Centre.



Dutch logistics group warns



new tax could hit green efforts

Dutch shipper and logistics group Evofenedex has called on the country's government to axe plans for a green air cargo tax that it says will have unintended consequences.

The Dutch government has submitted proposals to introduce a charge based on the maximum takeoff weight of aircraft.

However, Evofenedex said that this will punish modern cargo aircraft with a higher takeoff weight that are actually more efficient than older aircraft that can carry less cargo.

An example is the Boeing 747-8F, which makes less noise compared with the B747-400F work-horse and also produces around 16% fewer emissions.

But the B747-8F has a much higher maximum take-off weight. This means that these aircraft could be

hit by a higher tax despite their green credentials.

Also, air cargo handlers are constantly looking to optimise loads, meaning heavy take-off weights are the goal. The more efficiently that handlers work, therefore, the higher the tax bill.

Evofenedex warned that there could be an exodus of cargo to nearby airports in other countries putting the Dutch cargo industry under pressure.

The association pointed out that the industry is already facing a difficult future because of the outbreak of the coronavirus.

Instead, it would like to see an aviation tax negotiated at a European level.

Evofenedex chairman Steven Lak said: "We don't get it. The levy slows the sustainability of airfreight shipments, possibly curbs the airfreight

market and provides the government with less financial means than it thinks. This should therefore be smarter.

"The tax base that the cabinet chooses is the maximum take-off weight of a freight device. This means that aircraft that can carry the most kilos of cargo are the most heavily taxed."

He added: "The tax alone will kill the air freight facilities at Maastricht Airport. In addition, the Council of State has already expressed great concern about the leakage effect of cargo flights to foreign airports as a result of this measure and its impact on our business climate and prosperity.

"The spread of the coronavirus forces the aviation sector to cancel many flights. As a result, we are now close to a knockout for a large part of the air cargo facilities in the Netherlands."

PayCargo Americas

President and CEO Lionel Van Der Walt appointed to the smart supply chain alliances Advisory Board



The alliance is part of the Florida Blockchain Foundation which uses collective supply chain business intelligence to build the infrastructure needed in the 21st Century

PayCargo President and Chief Executive Officer (CEO), The Americas, Lionel van der Walt has been appointed

by the Smart Supply Chain Alliance (SSCA) to its Advisory Board.

The SSCA is part of the Florida Blockchain Foundation and has a mission to use collective business intelligence to build the infrastructure of the 21st century for the logistics supply chain and create a

knowledge-based economy in South Florida.

As part of his role on the Advisory Board, van der Walt will be part of a working group on payment solutions that the SSCA is forming.

“I am honored to serve on the Advisory Board of the Smart Supply Chain Alliance,” said Lionel van der Walt, President and CEO, The Americas, PayCargo.

“The alliance is an important knowledge centre for enhancing the supply chain and it will be great for PayCargo to collaborate with other stakeholders to help further develop and improve the supply chain.”

The SSCA is designed to deploy applications supported by the City of Miami, Miami International Airport, and the Port of Miami, accelerating FBF participants like Telefonica, RSK, EOS, dexFreight, ConsolFreight, Corda R3, and DNA to leverage their resources towards collective applications.

Each shares a vision of building collectively the infrastructure on which data will be shared to obtain supply chain visibility and create efficiencies between all stakeholders and new business models using a mix of Internet of Things (IoT), sensors and Artificial Intelligence (AI), amongst others.

The SSCA is made up of members of the Foundation from across the logistics supply chain.

They include PortMiami,

Miami International Airport, The Miami Dade Beacon Council Trade and Logistics Committee, The City of Miami, 10 freight forwarders, one carrier decentralized marketplace (with 170 carriers) and other supply chain stakeholders.

The SSCA runs six working groups: perishables and temperature sensitive cargo; digital assets (for shippers and vendors); sea and air cargo operations; warehouse docks and yards operations; FinTech, payment instruments and cryptocurrencies; and aviation parts - track and trace.

“The Foundation is very honored to welcome such a distinguished leader in the FinTech space as Lionel Van der Walt from PayCargo,” said Matthieu Merchadou Melki, Executive Director and Founder of the Florida Blockchain Foundation.

“We are very much looking forward to start exploring the multiple applications in the space of remittances, trade finance and cross border payments using DLT’s, IoT, FinTech and Lionel’s expertise to build the next generation of payment and financing solutions together with the members of the Smart Supply Chain Alliance.”

He said the SSCA is working on a pilot agreement with Miami Dade County, and will soon launch a new website with information on working groups and a members’ section.



Unilode signs agreement

with Freshworks

to enhance
customer
experience

Unilode Aviation Solutions, the leading global provider of outsourced unit load device (ULD) management and repair solutions and winner of the IATA Air Cargo Innovation Award for its digital transformation programme, has announced its partnership with Freshworks Inc., the customer engagement software company.

Freshworks provides customer engagement software to businesses of all sizes, making it easy for customer support, marketing, sales, and customer success professionals to communicate more effectively with customers. Freshworks offers a full suite of SaaS (Software as a Service) products that create compelling customer experiences and gives businesses a 360 degree view of the

customer to offer quicker and better service.

Unilode will be leveraging Freshworks' automated and AI-driven software to streamline the handling of internal and external communications at its Global Customer Control Centre in Bangkok, Thailand. In the first phase of implementation, Freshworks software will enable 80 agents of

Unilode's Customer Control Centre to coordinate logistics activities much quicker with ground handlers, airlines and the freight communities. Freshworks software will dramatically improve the quality and response times for all customer contact methods.

Mr. Joseph P Jensen, Unilode Managing Director Customer Experience, said: "Our partnership to use Freshworks software is a great example of how artificial intelligence, intelligent automation and customised services can be combined into one platform to enhance the customer experience. The implementation of Freshworks' software at Unilode's Customer Control Centre will start in March this year."

Mr. Benoît Dumont, Unilode CEO, added: "We are excited to work with the Freshworks team. Similar to our award-winning digital programme, this is another example of Unilode's investment and never-ending commitment to continuously improve our ULD solutions and provide the highest level of service to all our customers."

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