

THE COMPLETE RESOURCE FOR THE CARGO INDUSTRY
CARGO AIRPORTS | AIRLINES | FREIGHT FORWARDERS | SHIPPERS | TECHNOLOGY | BUSINESS

CARGO

Volume 11 | Issue 02 | November 2020 | ₹250 / \$8 US
A Profiles Media Network Publication

NEWSWIRE

www.cargonewswire.com

Turkish Cargo

The Preferred
Business Partner
of the Air Cargo
Industry

CargoAi
digitalization
made easy

Finnair Cargo

facilities ready
for distribution
of Covid -19
vaccines

Lufthansa Cargo

Welcomes
ninth B777F in
Frankfurt

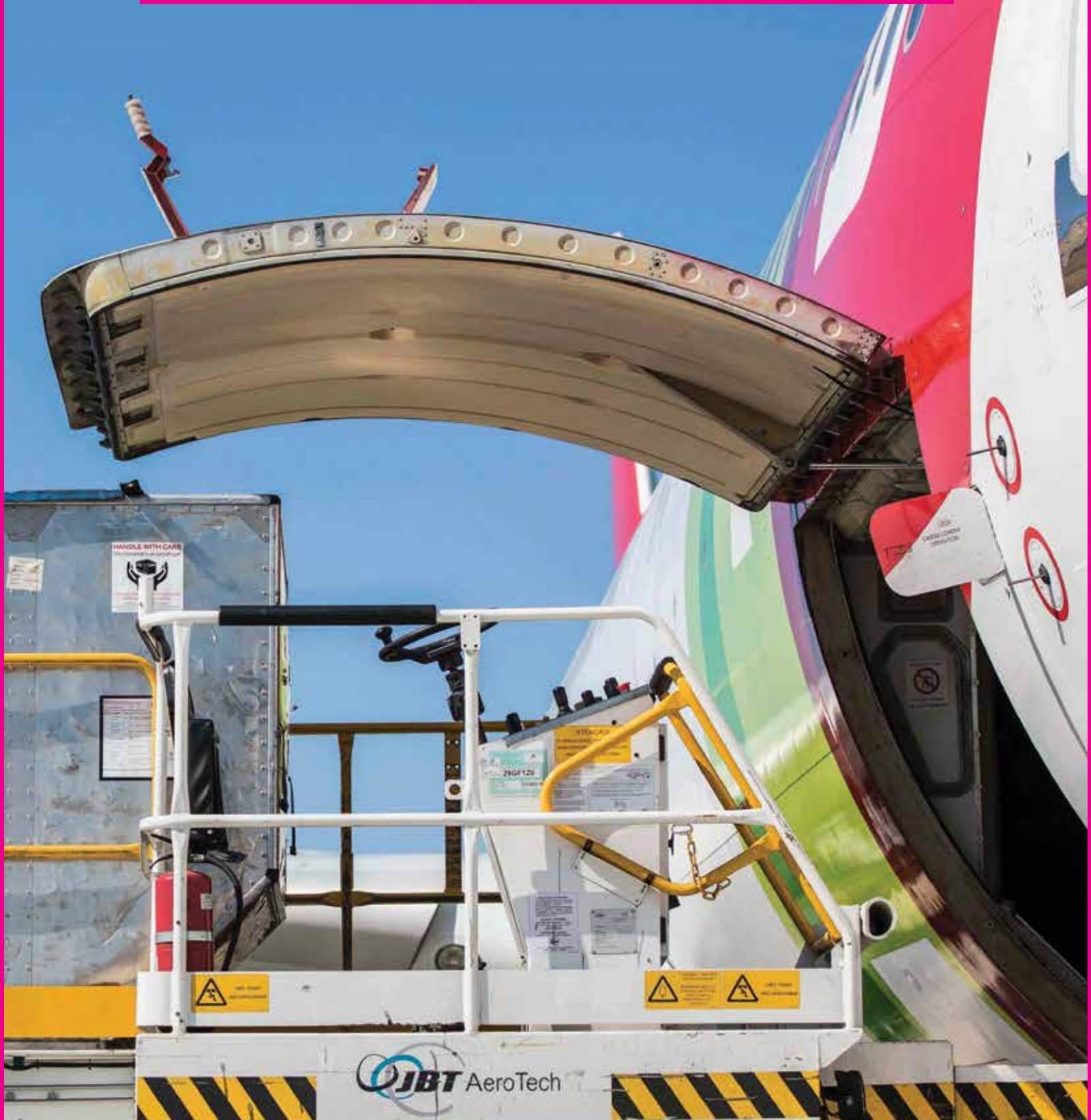
Emirates SkyCargo

Marks 18 years
of Cargo Flights
to Shanghai



CARGONEWSWIRE.COM

world's leading air cargo publication



Engage with the website and its social media platform through Display Ads, web banners, job posts, carousels, jobs, native stories, micro-sites...

For advertising queries please contact: **sales.cargonewswire@gmail.com**



cargonewswire1



cargonewswire1



cargonewswire1



cargonewswire1

Global Air Cargo market takes steps to Recovery



CARGO NEWSWIRE

Volume 11 | Issue 02 | November 2020

DEVENDER GROVER

Editor in Chief & Publisher

GAURA G BAHL

Group Editor

JASMINE GROVER

Associate Editor

JYOTSNA MALIK

International Sales Director

RASIKA MATHUR

Events Coordinator

RAJESH MAURYA

Head of Finance

JITESH GANDHI

Creative Director

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

PUBLISHED MONTHLY BY

Profiles Media Network Pvt Ltd.
BA-306, Tagore Garden
New Delhi 110027, India
Tel - +91 (124) 4000704
Mob- +91 98107 15900
Website : www.cargonewswire.com

PRINTED BY

STUDIO 9 PRODUCTIONS
502, Jeevan Tara Apartments
Sector 43, GH 7, Gurugram
122009, India

Volume 11, Issue 02, November 2020

Content may not be reproduced in any format without written permission from **Profiles Media Network Pvt Ltd.**

A record 'dynamic load factor' and high airfreight rates on the world's premier trade lanes in September showed the global air cargo market edging towards a sustainable recovery at the start of the traditional peak season, say leading industry analysts CLIVE Data Services and TAC Index.

Chargeable weight in September rose 9% points month-on-month, further narrowing the year-on-year gap to -15%, the fifth consecutive month of positive indicators since April 2020's 37% decline in volumes versus the same month of 2019. CLIVE Data Services 'dynamic load factor' – based on both the volume and weight perspectives of cargo flown and capacity available – averaged 70% in September, a 2%-point increase vs August 2020 and 8% points higher year-over-year. Notably, the 71% figure for the week of Sep 28-Oct 4 was the highest ever recorded by CLIVE.

Global air cargo capacity in September was, on average, 25% less than in the same month of last year.

Constrained capacity in the market at a time of rising demand also led to significant increases in rates, according to TAC Index. "It is interesting to see how closely demand/volume and pricing correlate in light of the fact there are a lot less BSAs (Block Space Agreements) in place currently. There were steady increases in pricing week-over-week in September, with rates on lanes from China/Hong Kong to the EU in the last week of September 8% higher than in the last week of August," commented Robert Frei, Business Development Director at TAC Index.

Latest CLIVE Data Service and TAC Index analyses of the 'dynamic load factor' and airfreight rates on trans-Atlantic routes reported even higher

gains. The elevated load factor for westbound volumes rose to 84% in September – up 18 percentage points versus September 2019 – while the eastbound 'dynamic load factor' was 67%. Corresponding westbound and eastbound airfreight rates rose 170% and 73% respectively over the same period of last year.

Niall van de Wouw, Managing Director of CLIVE Data Services, said: "A fifth consecutive month of gradual air cargo market improvements may not be sensational news but, in this case, sometimes boring is good. In fact, our latest weekly analyses reveal more positivity than I would have expected based on the global impact of government actions to restrain the spread of COVID-19. The air cargo market seems to be quite resilient. In April, CLIVE stated that the industry's downward performance was 'bottoming out' and this has proven to be correct, with month-over-month improvements ever since.

"While this might be encouraging news for airlines, it means shippers and forwarders are being faced with higher airfreight costs. Uncertainty over how the market will develop alongside very high load factors is a toxic combination for the buyers of airfreight capacity. If this demand persists, and shippers are prepared to pay, we may well see a resurgence in passenger planes being deployed mainly or solely for moving freight. These remain uncertain times but with more optimism in the market for October and November volumes, the question is: how far can the recovery go?"



DEVENDER GROVER

We are on    

RNI No. DEL/ENG/2011/38982. Cargo Newswire is Printed Published Edited and Owned by **Devender Grover**. Printed at G S Graphic Arts. A-18, Naraina Industrial Area, New Delhi - 110028.

Editor: Devender Grover. All Rights Reserved. Reproduction in whole or part without written permission is strictly prohibited. All information is correct at the time of going to press but subject to change. Editorial material, views and opinions expressed in Cargo Newswire are those of authors. Editor(s) assume no responsibility of any errors or omissions. Neither is any liability assumed resulting from the use of this information. The Publisher will not be responsible for any damage or loss caused by the late Publication, errors or failures of advertisements to appear. Products and services mentioned are subject to change without prior notice.

Contents



06



12



20

06 INTERVIEW OF THE MONTH:
Turkish Cargo: The Preferred Business Partner of the Air Cargo Industry

Being preferred in the air cargo transportation and having world-class infrastructure, operational capabilities, fleet, and highly-competent personnel, Turkish Cargo aims to be one of the top five global air cargo brands in line with the vision set for 2023, marking the centennial of the foundation of the Republic of Turkey.

16 AIRLINES: Lufthansa Cargo Welcomes ninth B777F in Frankfurt

A total of thirteen highly efficient Boeing 777Fs fly for the cargo crane's customers... Lufthansa Cargo now operates nine modern Triple Seven at its home hub in Frankfurt. In addition, the company is marketing the cargo capacity of four more aircraft of this type, which are operated by the AeroLogic joint venture based at Leipzig Airport.

22 AIRLINES: Etihad becomes the first airline in the UAE to roll out electronic technical logs

Partnership with the UAE's General Civil Aviation Authority (GCAA) accelerates the vision for paperless operations

26 AIRLINES: Finnair Cargo facilities ready for distribution of Covid -19 vaccines

With the history of outstanding merits in pharmaceutical logistics and the most modern digital terminal capabilities, Finnair Cargo is ready for the challenge with its world-class facilities and highly skilled staff.

30 AIRLINES: Air Canada Marks a major milestone, operates its 3000th cargo-only flight

Air Canada completed a network milestone of its 3000th scheduled all-cargo flight. ... Cargo-only flights are also setting records with the amount of freight they carry.

Contents



34 AIRLINES: Certified champions American Airlines moves life saving Pharmaceuticals American's ExpediteTC Champions are the ones that keep an eagle eye on these shipments. ... Since March, American has moved more than 1.5 million pounds of pharmaceutical products.

38 SERVICES: dnata offers first fully integrated cool chain for pharma in Singapore dnata Becomes First to Offer Fully Integrated, Temperature-Controlled Cool Chain for Pharma Cargo in Singapore The company's new, high-tech containers are specially designed to serve the pharmaceutical industry with a closed temperature-controlled system for seamless delivery of temperature-sensitive goods between cargo warehouses and aircraft.

44 TECHNOLOGY: CargoAi digitalization made easy The idea developed by Matthieu Petot, CEO and founder of CargoAi, is clear: connect 100%

of airlines and GSAs to freight forwarders by simplifying the entire process via an intuitive online platform.

50 CARGO AIRPORTS: MIA adds more medical cargo muscle from Brussels

MIA described Brussels as a "leading hub for handling temperature-sensitive pharmaceutical products such as vaccines". The five-times-per-week service was launched in October using Airbus A330-200F aircraft capable of carrying 65 tonnes per flight.

52 CARGO AIRPORTS: Fraport Develops Innovative Data Exchange Platform "FRA-OS" for Cargo Handling at Frankfurt Airport Together with the German software company DAKOSY, Fraport AG is investing in the development of the digital import platform "FRA-OS Import". This platform will help standardize, simplify and speed up customs and import processes at Frankfurt Airport.

Turkish Cargo

The Preferred Business Partner of the Air Cargo Industry



To make Istanbul the intersection point of the air cargo traffic and the logistics center of the world, Turkish Cargo, the triumphant air cargo brand ensures a sustainable growth. Being preferred in the air cargo transportation and having world-class infrastructure, operational capabilities, fleet, and highly-competent personnel, Turkish Cargo aims to be one of the top five global air cargo brands in line with the vision set for 2023, marking the centennial of the foundation of the Republic of Turkey. In an exclusive to Cargo Newswire, **Chief Cargo Officer, Turkish Airlines Mr. Turhan OZEN** talks about the growth, Present trends, and future plans of Turkish Cargo.

Q Turkish Cargo achieved the highest growth rate among the top 25 air cargo carriers and with 23 freighters and 240 aircrafts, Turkish Airlines has one of the largest cargo fleets in the world. What makes Turkish Cargo a preferred one in air cargo transportation? What has been the present growth rate of Turkish Cargo in contrast to the other cargo airlines?

A Carrying its business processes by means of its customer-oriented and rapid solution generating agile structure, Turkish Cargo becomes the first choice thanks to its large fleet, consisting of 361 aircraft 25 of which are freighters, and also its flight network reaching to more than 300 destinations, 95 of which are direct cargo freighter destinations, in 127 countries. Our brand, which has acted with the purpose to make use of its fleet more actively and beneficially during the course of the pandemic, continues to benefit also from the cargo transport capacity of the airliners while it maintains its operations to 95 direct cargo freighter destinations, each of which is a direct cargo destination, by making use of its 25 freighters. We operated more than 1100 flights by making use of the airlines and freighters just in August while having performed additional cargo operations to more than 50 destinations, in particular London, Moscow, Oslo, Shanghai, Bangkok, Doha, New York and Casablanca, by passenger airlines.

Despite all challenges at the market conditions, we, as Turkish Cargo, increased our global market share to 5 percent and carried 1 of each 20 air cargo transported worldwide, within the first half of 2020. Besides, we are continuing



Chief Cargo Officer,
Turkish Airlines
Mr. Turhan OZEN

our global operations devotedly by feeling the sense of responsibility we assume by transporting the health care and aid materials to the whole world, during such a period in which we continue to take all preventive measures and prioritize human health.

Q What have been the challenges and achievements of Turkish Cargo in terms of cargo carriage to different parts of the world? How have you adapted through challenging times?

A Turkish Cargo has a global structure delivering services to the whole world, and despite restrictions imposed by the countries, the brand has maintained the business processes meticulously and delivered expeditious solutions. We, as Turkish Cargo, took immediate action from the first moment that the pandemic was perceived, and revised our business and operation methods. While our office staff switched to the home-working, all hygiene and security measures have been taken for our flight, operation, and planning teams that continued their activities devotedly for the purpose of transporting, in particular, food, aid

materials, masks, medical equipment to the whole world, and ensuring that the global pharma and drug chain is not disrupted. In addition, the required disinfection processes were and are still carried out regularly at our cargo terminals by applying the fogging method by means of the solution which has an action duration of one month.

We are continuing our global operations devotedly by feeling the sense of responsibility we assume by transporting the health care and aid materials to the whole world, during such period in which we continue to take all preventive measures and prioritize human health.

Q How has the opening of the new Istanbul Airport impacted Turkish Cargo's operations, and what is the investment plan for the airport's new cargo hub?

A Turkish Cargo's operations worldwide have provided a global air bridge via its cargo facilities located at Istanbul and Ataturk airports. As a result, the brand transported more than 1.5 million tons of cargo in 2019, and increased global market share to 5 percent within the first half of 2020, despite unfavorable circumstances.

Ideally situated at the heart of the global logistics center of gravity, Turkish Cargo will be starting operations via its brand new facility at Istanbul Airport, SmartIST, which is equipped with state-of-the-art technology, by 2021. With SmartIST, Turkish Cargo aims to become one of the top 5 air cargo brands of the globe as to be part of the leading airlines worldwide in terms of capacity and service quality as well as offering fast transfer advantages to our customers as a result of advantages such as dedicated cargo areas and terminal-apron direct connection.



Q What impact has the growth of e-commerce and the increasing customer demands had on Turkish cargo?

A We see that especially e-Commerce becomes of greater importance in the air cargo industry, and the digital technologies and artificial intelligence robots, which form the virtual workforce, bring determinative differences in the air cargo industry.

In conjunction with our investments made in the E-commerce industry, which is accessible on 7/24 basis and becomes of greater importance each passing day, we are also focused on door-to-door shipments. The E-commerce market consists of the dynamics such as high service standard, low cost of delivery, high-end technology, speed and door delivery. We, as Turkish Cargo, accomplished to carry approximately 25 thousand tons of cargo in respect of the e-Commerce shipments between January and August.

Turkish Cargo has been investing in the E-Commerce field and is carrying out our e-commerce operations by means of a wide flight network, covering in particular Turkey, Israel, Ukraine and Qatar, and we are planning to accomplish more shipments to the Middle East and Europe.

Q What is the vision and future plans of Turkish Cargo in the next three years?

A For the purpose of taking the right position at within the industry, we, as Turkish Cargo, are acting proactively and aiming to adapt rapidly to the new market dynamics. The network and fleet of Turkish Cargo is expanding for an increased will continue to grow also in the upcoming period, and we will continue to increase our overall service and network coverage that we offer to our customers. Turkish Cargo aims to Our target to become one of the top 5 global air cargo brands in the world. We have determined in the pre-Covid period, is still effective, and we continue to carry out our activities towards this target at full steam despite the new conditions that arise.

Turkish Cargo

builds up a global air bridge for special cargo shipments



Carrying 1 of each 20 air cargo carried around the world, Turkish Cargo increased its global market share to 5.4 percent from 3.9 percent by accomplishing a growth by 67 percent within the first half of 2020 thanks to its special cargo operations it has been maintaining by building up a global air bridge.

In addition to its wide flight network encompassing the globe, Turkish Cargo, being a notable logistics solution partner for special cargo shipments by continuing its operations uninterruptedly, in particular from/ to London, Dubai, Amsterdam, and Maastricht, achieves to transport all special cargo shipments, in particular, the pharmaceuticals, medical equipment, dangerous goods, and valuable cargo. The global air cargo brand carried 30 thousand tons of medicines and nearly 10 thousand tons of medical equipment between 1 February and 31 August 2020.

Being the first air cargo brand that holds all of the three certificates, namely the "CEIV Pharma", "CEIV

Fesh" and "CEIV Live Animal" issued by the International Air Transport Association (IATA), Turkish Cargo ensures protection at high standards at its special cargo storage rooms with various temperature ranges available at its facilities with a total area of 3.500 m² at the Istanbul and the Ataturk airports.

While it continues to accomplish the storage and operational processes for the special cargo shipments in accordance with the Perishable Cargo Regulations (IATA PCR), the triumphant brand literally implements the cargo sorting procedures consonant with each other.

Possessing all of the capabilities as required for transporting the vaccine, which will be developed against the global pandemic, all around the world, Turkish Cargo minimizes the risk for the health-care products with a high level of sensitivity by making use of the active temperature-controlled Envirotainer and CSafe containers, the electrical air-conditioning container Opticooler, Thermal Dolly, and disposal

thermal sheets equipped with thermal isolation features.

Having experience of 30 years in respect of the special cargo shipments, Turkish Cargo transports our best friends safely

Offering high standards and thanks to the shipments it transports by acting with the "Mission Rescue" vision, Turkish Cargo transports the endangered animals in harsh conditions to their natural living environments and continues to make the difference by touching the new life.

Turkish Cargo, which creates value by maintaining a work method based on dialog with due regard and ensuring a mutual trust and open communication as based on its "Raise the Bar" mission, continues to raise its bar for achievement with each passing day by acting with team spirit. The triumphant brand, which acts by adhering to the principle of sustainability creates value by the business processes it carries out by respecting nature and without damaging the ecosystem, and continues to serve as a good business partner driven by development.



Having digitalized its business processes, **Turkish Cargo makes use of innovative technology**

Turkish Cargo, the global air cargo brand that has digitalized its business processes, provides convenience to its customers in its global network and continues its journey to the future by integrating the virtual workforce Robotic Process Automations (RPA) that minimize the error and cost rates, into its successful business processes.

Continuing its technological investments, the triumphant air cargo brand reduces the error rate at its business processes as well as the costs while improving the employee productivity and the speed of the operation and saving time thanks to

the software robots, namely **“Alpha, Bravo, Charlie and Delta”** it has made go live.

At the initial phase of the robotic workforce, integrated into the air cargo processes, Bravo will be in charge of the spot rate approvals, and Charlie will be in charge of checking the mail rate, designations, and duplications thereof, and Delta will be in charge of the cargo booking. Whereas Alpha will enable the harmonic functioning of the other robots with each other.

SmartIST, our new digital facility equipped with innovative technologies, loads the future

Turkish Cargo will have the capacity

to carry 4 million tons of cargo on yearly basis by making use of state-of-the-art technology at the business processes it will carry out at SmartIST, its digitally equipped facility being constructed at the Istanbul Airport. SmartIST is being designed to be dominated by industry 4.0, artificial intelligence technologies, and digitalized processes.

Raising its bar for achievement with each passing day as based on its *“Raise the Bar”* motto, Turkish Cargo digitalizes its business processes by enhancing its infrastructure with artificial intelligence technologies each passing day, and continues its journey to the future with its innovative steps.

Enjoying the widest direct cargo flight network of the world, Turkish Cargo continues to build the global air bridge

Maintaining its successful business processes across the world, Turkish Cargo increased the number of destinations of its direct cargo operations to 95 by adding London, Bucharest, Bangkok, Singapore, Beirut, and Lahore to its direct cargo flight destinations. Global carrier reinforced its position as the air cargo brand with the widest direct cargo flight network of the world.

As of September, Turkish Cargo included Heathrow Airport (LHR) in London, one of the worlds busiest airports, Suvarnabhumi (BKK), one of the largest airports in Southeast Asia, Singapore Changi Airport (SIN), and Rafic Hariri Airport (BEY), the only operational commercial airport in Lebanon, to its cargo flight network.

The successful brand also added Henri Coanda Airport (OTP), the busiest airport in Romania, and Allama Iqbal Airport (LHE) located in Lahore, the cultural center of Pakistan, to its cargo flight network with the winter schedule, thus reaching 31 direct cargo flight destinations in the European continent, 22 in the Middle East and 16 in the Far East.

Connecting the continents, Turkish Cargo continues to carry out its global business operations with its fleet of 361 aircraft, 25 of which are freighters, on the widest direct cargo flight network of the world among the air cargo brands, excluding express carriers with its 95 destinations. Achieving sustainable growth with its infrastructure, operational capabilities,

fleet, and a team of leading experts, and aims to become one of the top 5 global air cargo brands, Turkish Cargo continues to raise its service quality in a sustainable manner by surpassing expectations in the ever-changing world with its new brand strategy, *“Raise the Bar”*.



Emirates SkyCargo

marks 18 years of cargo flights to Shanghai

Emirates SkyCargo crossed a historic milestone with its freighter flight touching down at Shanghai, which was the cargo carrier's first scheduled cargo destination in the country and marked Emirates' entry into the Chinese mainland.

Since 2002, Emirates SkyCargo has built its reputation in China by fostering a sense of reliability and by deploying capacity to cater to the growth in Chinese exports over the years. Emirates SkyCargo has been providing a continuous and robust trade link through its cargo flights for exports from Shanghai and other points in China with a better reach and faster time to the market connecting with primary, secondary and tertiary cities across the world.

More recently, during the COVID-19 pandemic, Emirates SkyCargo supported the uplift of thousands of tonnes of essential commodities including face masks, gloves, other protective gear, and equipment such as ventilators manufactured in China to destinations across six continents. From the very early stages of the pandemic, the air cargo carrier reacted quickly and worked with various authorities to deploy adequate capacity to meet the surge in demand for the transport of PPE and other materials to combat COVID-19 from China. Over the next few months, hundreds of cargo flights were operated from Shanghai, Beijing, and Guangzhou to cities in the Middle East, Europe, North America, Africa, Australasia, and other parts of Asia.



"Emirates SkyCargo is an important facilitator of trade between China and the rest of the world and this is a very special milestone for us. Shanghai has been one of our main gateways over nearly the last two decades. Just between 2012 and 2019, we helped connect close to half a million tonnes of goods as exports and imports between Shanghai and the rest of the network," said **Michael Qu, Emirates Cargo Manager, China.**

"During the pandemic, our teams in Dubai and China have worked around the clock to move essential commodities and we would also like to thank our partners and the authorities in China for their support. With our current extensive network of more than 120 destinations across six continents, including 56 cities from the Belt and Road initiative, we are able to provide a dependable and efficient trade link," continued Qu.

Before the COVID-19 pandemic, some of the main exports from Shanghai included electronic devices and equipment, pharmaceuticals, and raw materials for other manufacturing and industrial applications. On imports,

Emirates SkyCargo helped bring in food items and flavours from around the world ranging from Norwegian salmon, lobsters from Boston, and Chilean cherries.

Emirates SkyCargo now offers 11 scheduled weekly flights to the Chinese Mainland, including eight flights to Shanghai, and three flights to Guangzhou. From full freighters to dedicated cargo flights on passenger aircraft and loading of select cargo in aircraft cabins, Emirates SkyCargo offers a range of cargo capacity options to meet the exact requirements of customers from China.

Emirates SkyCargo is a global leader in the air cargo industry offering cargo capacity on its modern fleet of widebody aircraft including 11 Boeing 777 freighters across a global destination network that covers six continents. From just over 35 destinations at the end of March, Emirates SkyCargo quickly expanded its network to over 120 scheduled cargo destinations across the world by early September to meet the demand of customers and communities during the Covid-19 pandemic.

Emirates SkyCargo: 15 years of connecting exports from Vietnam to the world



Emirates SkyCargo, the freight division of Emirates, has facilitated trade between Vietnam and the rest of the world through its cargo flights to the country. Over the last 15 years, the air cargo carrier has gradually scaled up its operations from modest beginnings as an offline carrier to its current position with multiple daily cargo flights from Hanoi and Ho Chi Minh City.

The air cargo carrier has helped Vietnamese exporters of commodities such as fruits and vegetables identify and reach out to new export markets and customers around the world through its global destination network spanning six continents. With the growth of the manufacturing industry in the country over the past decade, Emirates SkyCargo has also played an important role in the rapid uplift and global distribution of high-tech consumer items, fashion, and sportswear manufactured in the country. More recently, during the COVID-19 pandemic, Emirates SkyCargo has been helping transport medical supplies manufactured in Vietnam.

Emirates SkyCargo made its entry into Vietnam in October 2005, setting up its offline presence first in Ho Chi Minh City and Hanoi. Exports from these gateways were carried to other

points in Asia including Bangkok, Singapore, and Kuala Lumpur, and then uplifted on Emirates flights to Dubai and other markets. In tandem with the rapid growth of Vietnam's manufacturing and perishables export sectors, Emirates SkyCargo also progressively increased its support to the market with the introduction of direct flights in 2012. Over the years, the air cargo carrier has contributed to the thriving exports of perishables from Vietnam including mangoes, rambutans, passion fruit, dragon fruit, and lychees to markets in the Middle East and other global markets.

For more than a decade and a half, Emirates SkyCargo has continued to be a strong and reliable partner for Vietnamese exporters, helping fly commodities more rapidly not only to existing customer bases around the world but also assisting in introducing local products to new markets such as bringing the best of Vietnamese fruits to the Middle East.

During the current pandemic, Emirates SkyCargo has stepped up connectivity to Vietnam, deploying additional scheduled and charter flights to both Hanoi and Ho Chi Minh City, to transport not just agricultural produce exports but also medical supplies including face masks. Additionally, with

most of the world switching to remote working and e-learning, there has been an additional demand for electronic devices which is being met by the manufacturing sector in Vietnam. Emirates is also playing a key role in the success of these new product launches securely transporting goods ensuring speed to market.

Currently, the air cargo carrier operates 10 scheduled flights per week to Hanoi and 6 flights per week to Ho Chi Minh City in addition to charter flights to support the export needs of the market. Emirates SkyCargo offers a variety of capacity options to suit the requirements of its customers – from full freighters to belly-hold and cabin loading capacity on its flights to and from Vietnam.

Emirates SkyCargo is a global leader in the air cargo industry offering cargo capacity on its modern fleet of widebody aircraft including 11 Boeing 777 freighters across a global destination network that covers six continents. From just over 35 destinations at the end of March, Emirates SkyCargo quickly expanded its network to over 125 scheduled cargo destinations across the world by early September to meet the demand of customers and communities during the Covid-19 pandemic.



Emirates SkyCargo maintains supply chains for food and other perishables during COVID-19

Air cargo carrier helped maintain food supplies and support farming communities across the globe

When Emirates SkyCargo's first freighter flight took off from Guadalajara, Mexico, on the 2nd of October, the cargo hold contained several tonnes of avocados and other vegetables grown and harvested in Mexico and destined for supermarket shelves in Europe and the Middle East.

In Kenya, Emirates' 10 weekly flights in October 2020 from Nairobi airport transport, among other commodities, fresh fruits, and vegetables such as green beans, pineapples, mangoes, and avocados. The produce arrives in Dubai and then gets distributed to other regional markets in the Middle East and onwards to Europe.

Emirates' flights taking off from Australia and New Zealand carry meat and a range of fruits including grapes and watermelons heading towards international markets.

Coconuts and jackfruit from Thailand, mangoes from India, sweet potatoes from Egypt, blueberries from the UK, cheese from France and Italy, salmon from Norway, cherries from Chile, seafood from Pakistan, bakery products from the Netherlands, and tropical fruits from Vietnam are just a limited selection of the food items that travel every day on Emirates' flights across its global network of more than 130 destinations across six continents.

Consumers across the world have integrated international ingredients and

produce into their daily diets for taste and nutritional reasons. Members of the international diaspora also look for comfort food offerings from their home countries on supermarket shelves. With Emirates SkyCargo's global network and flight schedule, food items from diverse origins retain their freshness as they are rapidly transported to their final destinations and the dining tables of consumers.

The growth of export markets over the last decade has also provided a boost to farming communities and agriculture in the various production markets. Emirates SkyCargo's flights provide a quick and direct connection for farmers and exporters of food items to their international end customers, thereby supporting their livelihoods and the local economy.

With every new destination, Emirates SkyCargo opens up one more potential trade lane for food products across the world. As an example, Emirates SkyCargo, through its direct flights, helped create a market for tropical fruits from Vietnam in the Middle East and exports of these products increased nearly five-fold in just one year in 2017.

With COVID-19 and the disruption to international passenger aviation, the supply chain for food products was put at risk of disruption. However, Emirates SkyCargo worked very quickly to restore its international cargo connectivity, growing its network from just around 35 destinations on its freighter aircraft at the end of March to more than 130 destinations by early October on its freighter as well as passenger aircraft. Currently, around 500 tonnes of food items are transported every day in the cargo hold of Emirates aircraft across the world.

As a socially responsible carrier, Emirates SkyCargo has ensured that adequate cargo capacity remains available on its widebody aircraft during the COVID-19 pandemic for the transport of urgent medical supplies as well as food items. By doing this, the air cargo carrier is able to help countries and supermarkets maintain their food supplies and at the same time help farmers reliant on food exports continue to make their livelihoods in these challenging times.

AIRLINES

Emirates
SkyCargo



Emirates SkyCargo to set up the world's largest GDP compliant air cargo hub in Dubai for global distribution of COVID-19 vaccine

- Emirates SkyCentral DWC will be operating as a dedicated hub for COVID19 vaccines
- Emirates SkyCentral DWC in Dubai South to be operated as a dedicated anchor hub for COVID-19 vaccine distribution
- Air cargo carrier has also set up a dedicated rapid response team to handle requests for vaccine transport

Emirates SkyCargo is stepping up its readiness to handle the logistical complexities of distributing a potential COVID-19 vaccine globally by creating the world's first dedicated airside cargo hub for the vaccine in Dubai. The air cargo carrier is taking a global leadership position by announcing that it will be re-opening its Emirates SkyCentral DWC cargo terminal in Dubai South to serve as a dedicated anchor hub for cold chain storage and distribution of the vaccine.

Watch a video about Emirates SkyCargo setting up the world's largest GDP compliant airside hub for COVID-19 vaccine distribution.

The freight division of Emirates has also set up a dedicated rapid response team to coordinate requests from the various partners involved in the international vaccine distribution ecosystem and to streamline the carrier's response to vaccine transportation requests.

HH Sheikh Ahmed bin Saeed Al Maktoum, Emirates Chairman, and Chief Executive said: *"Dubai is well-positioned to serve as a gateway and distribution hub for COVID-19 vaccines to the rest of the world. We have the infrastructure and logistics connections, and a geographic location that puts markets representing more than two-thirds of the world's population within an 8-hour flying radius. Over the years, through our continuous investment in capabilities and processes for the transport of temperature-sensitive pharmaceuticals, Emirates SkyCargo has managed to position Dubai amongst major global pharmaceutical customers as the year-round preferred point of transit for their valuable cargo. Setting up a dedicated airside hub for COVID-19 vaccines is a keystone project harnessing our network, reach, and competencies to positively impact the lives of people around the world."*

World's first dedicated airside hub for COVID-19 vaccine

Emirates SkyCargo's vaccine hub in Dubai South will be the largest dedicated airside facility in the world for COVID-19 vaccines. The Dubai hub will allow the air cargo carrier to fly

in vaccines from manufacturing sites globally, store and prepare shipments for regional and global distribution.

Emirates SkyCentral DWC has over 4,000 square meters of temperature controlled GDP certified dedicated pharma storage area allowing for large scale storage and distribution of the potential COVID-19 vaccines. Overall, it is estimated that the facility can hold around 10 million vials of vaccine at a 2-8 degrees Celsius temperature range at any one point of time.

The state of the art infrastructure at Emirates SkyCentral DWC is also complemented by one of the world's largest fleet of Cool Dollys helping protect temperature-sensitive cargo during transit between the aircraft and cargo terminal. Additionally, the availability of a large number of temperature-controlled trucking docks and the proximity of the terminal to the aircraft parking gates will ensure rapid and efficient clearance of cargo for further distribution.

In addition to cold storage, Emirates SkyCargo will also offer dedicated zones for value-added services such as re-icing and repackaging of vaccines for global distribution for its customers.

The extensive size of the facility, which can potentially handle millions of vaccine doses, along with the creation of a dedicated team to handle and execute requests will allow Emirates SkyCargo to be able to effectively handle the large volume of time-critical requests for cross-border vaccine movement that will follow the

successful introduction of a vaccine.

Through a combination of scheduled and charter flights, the cargo carrier will then be able to fly the vaccines to markets where they will be most needed.

Emirates' pharma transportation capabilities

Emirates SkyCargo is harnessing decades of experience gained from transporting temperature-controlled pharmaceutical products and vaccines for global manufacturers to develop innovative solutions that will meet the challenge of distributing a potential COVID-19 vaccine globally within a short timeframe.

Since 2016, the air cargo carrier has invested substantially in its capabilities for the transportation of temperature-sensitive pharmaceuticals. This included the introduction of a specialized product – Emirates Pharma – and the development of dedicated GDP certified 'fit for purpose' infrastructure pharma both at Dubai as well as a major origin and destination points under its pharma corridors programme that currently covers more than 30 cities. Emirates SkyCargo has moved more than a quarter-million tonnes of pharmaceutical cargo in the last four years.

With its fleet of modern and efficient all wide-body aircraft and a network that currently spans more than 130 destinations across six continents, combined with the strategic geographic location of its Dubai hub, Emirates SkyCargo will be able to rapidly move vaccine shipments from manufacturing sites to the vaccine hub and then onwards to the rest of the world on a combination of scheduled and passenger flights.

Over the last few months, however, Emirates SkyCargo has worked on restoring its worldwide network and cargo connectivity with flight services restored to 75 destinations by May, 100 by July, and nearly 135 destinations by early October. Emirates SkyCargo's network covers all major pharmaceutical clusters and manufacturing locations, facilitating the eventual transportation of the COVID-19 vaccine once manufacturing commences.





Lufthansa Cargo welcomes ninth B777F in Frankfurt

A total of thirteen highly efficient Boeing 777Fs fly for the cargo crane's customers



On September 29, the carrier's latest Boeing 777F landed for the first time at Frankfurt Airport (FRA). The freighter with the registration D-ALFI was in flight as LH8145 for 10 hours and 10 minutes after take-off from Everett Airport (PAE) in Washington State. The new aircraft bears the name "¡Buenos días México!", which it took over from an aircraft with the registration D-ALCH that had already been taken out of service.

Lufthansa Cargo now operates nine modern Triple Seven at its home hub in Frankfurt. In addition, the company is marketing the cargo capacity of four more aircraft of this type, which are

operated by the AeroLogic joint venture based at Leipzig Airport.

"Especially in acute crises, air cargo secures important supply routes and thus makes a fundamental contribution to the global economy. Mastering short-term global challenges is one of our core competencies, countering long-term global challenges is our responsibility. With our new fleet we are underlining our claim to actively and sustainably combine economic and ecological efficiency," said **Peter Gerber, CEO, and Chairman of the Executive Board of Lufthansa Cargo.**

The twin-engine Boeing 777F is around 20 percent more efficient and emits less carbon dioxide than the preceding MD-11F. In addition, the new model meets the strict noise protection requirements of ICAO Annex 16, Volume I, Chapter 14. Due to the higher cargo capacity and range, the same freight performance can be achieved in the future with noticeably fewer aircraft movements.

The six MD-11 freighters yet in service will be phased out over the coming months, with the first half to be phased out within this year. Lufthansa Cargo first put the eye-catching MD-11F

tri-jet into service in 1998 because of its efficiency advantages. It replaced the four-engine jumbo freighters until 2005.

New ambassador for Lufthansa Cargo's social commitment

Ever since the Cargo Human Care e.V. aid organization was founded by Lufthansa Cargo employees 13 years ago, the freight crane has been supporting the organization's sustainable aid in Kenya. As part of Lufthansa Cargo's intensified commitment to the 17 sustainable development goals of the United Nations, this support has now been visualized on the latest freighter in the fleet: in cooperation with Lufthansa Technik, the Boeing 777F with the registration D-ALFI and the name "¡Buenos días México!" was given a special livery. In addition to the Cargo Human Care logo and the slogan "Step by step. Giving children a future",

portraits of Kenyan children living in the orphanage "Mothers' Mercy Home" operated by Cargo Human Care also decorate the modern cargo aircraft. These were drawn by Franka Doyen, a founding member of the aid project.

"Social commitment has always been part of Lufthansa Cargo's DNA. With the new motifs on the freighter, we are not only continuing our commitment to support Cargo Human Care, but also the United Nations' sustainable development goal 'No Poverty'," explained **Lufthansa Cargo Chief Operations Officer Harald Gloy**.

Fokko Doyen, President of Cargo Human Care and flight captain at Lufthansa Cargo, is also delighted with the new livery: *"Cargo Human Care is a matter of the heart not only for me but also for many colleagues. I am very proud that we now have a new ambassador who carries Cargo Human*

Care around the globe".

Cargo Human Care e.V. was founded in 2007 by Lufthansa Cargo employees and has been supporting people in Kenya since then, giving them access to education and medical care. In addition to an orphanage, the organization runs a medical center, two primary schools, a youth center, and a training workshop for leatherworkers. Already in 2015, a Lufthansa Cargo MD-11F with the registration D-ALCH also bearing the name "¡Buenos días México!" was provided with a special livery for Cargo Human Care. After the aircraft was phased out in March as part of the rollover to a more efficient freighter fleet, the latest "Triple Seven" in the fleet is now taking on the task of carrying the mission of Cargo Human Care around the world. The first trip is already planned for this weekend with flight number LH8472 to Chennai.

Lufthansa Cargo: Freightler network stabilizes international supply lanes

Lufthansa Cargo has published the winter schedule for its cargo aircraft. The carrier will continue to serve numerous destinations worldwide in the coming half-year from its home hub in Frankfurt am Main (FRA).

"We look forward to again offering our customers an extensive and dense network of freighter connections in the coming winter period. It perfectly complements the 150 worldwide destinations currently offered to our customers via the belly capacities of Lufthansa, Austrian Airlines, Brussels Airlines, Eurowings, and SunExpress. To optimally meet demand, we will continue to manage our freighters flexibly in the coming months," said **Dorothea von Boxberg, Lufthansa Cargo CCO, and Board Member Product and Sales**.

Between Europe and Asia alone, an average of 35 freighter connections a week are scheduled. Here, the focus will be on the Chinese metropolis of

Shanghai (PVG), the South Korean capital **Seoul (ICN)**, Japan's capital **Tokyo (NRT)**, and the **Hong Kong Special Administrative Region (HKG)**. Also scheduled are China's capital **Beijing (PEK)** and the West Chinese metropolis **Chengdu (CTU)**, as well as several destinations in India, including **Mumbai (BOM)**, **Hyderabad (HYD)**, **Chennai (MAA)**, and **Bangalore (BLR)**. There are also scheduled flights to the Japanese conurbation of **Osaka (KIX)**, the Thai capital **Bangkok (BKK)**, the Vietnamese metropolis **Ho Chi Minh City (SGN)**, and the Uzbek capital **Tashkent (TAS)**.

Cargo aircraft are scheduled to operate 34 times a week between Europe and North America. **Chicago (ORD)**, **New York (JFK)**, **Los Angeles (LAX)**, and **Atlanta (ATL)** are among the most frequently served airports. Also, **Houston (IAH)**, **Seattle (SEA)**, and **Dallas (DFW)** in the United States, **Mexico City (MEX)**, and **Guadalajara**

(GDL) in Mexico, and **Toronto (YYZ)** in Canada are included. The Norwegian city of **Stavanger (SVG)** is also partially integrated into the North Atlantic rotation.

Four times a week, the freighters of Lufthansa's cargo arm cross the South Atlantic westbound to connect Frankfurt with **Campinas (VCP)**, **Curitiba (CWB)**, and **Recife (REC)** in Brazil, **Buenos Aires (EZE)** in Argentina, and **Montevideo (MVD)** in Uruguay.

In addition, four weekly round-trips to the Middle Eastern and African region are on the agenda, connecting the Egyptian capital **Cairo (CAI)** and the Israeli metropolis **Tel Aviv (TLV)** with Frankfurt.

The winter flight schedule is valid from 25 October. In addition to its freighter services, Lufthansa Cargo also markets the belly capacities of over 3,000 weekly flights operated by Lufthansa, Austrian Airlines, Brussels Airlines, Eurowings, and SunExpress.

STARLUX Airlines Deploys IBS Software's iCargo Platform



STARLUX Airlines, Taiwan's newest luxury carrier, has deployed IBS Software's iCargo platform to manage the business and operational functions for its entire cargo business. The iCargo management platform was implemented ahead of STARLUX Airlines' launch in January 2020, which saw maiden flights to Macau, Penang, and Da Nang with three A321neo aircraft. Although COVID-19 has significantly impacted flights, STARLUX's cargo operations have been ramping up quickly during this difficult time.

After a rigorous evaluation process, STARLUX Airlines chose IBS Software's iCargo SaaS-based cargo platform to provide a single, unified platform for all critical functions. iCargo now manages all aspects of STARLUX's cargo business, including sales, airline operations, US customs, mail, Unit Load Device, cashiering, claims, cargo and mail revenue accounting, portal services, data warehousing, and business intelligence modules.

"We chose the industry-leading iCargo management platform to achieve our goal of providing the best

*and seamless cargo service to our customers," said **Glenn Chai, CEO, STARLUX Airlines.** "So far, iCargo has proved itself to be well worth the investment. It is an advanced digital solution featuring advanced and user-friendly functions. STARLUX is very glad to have made the right choice."*

*"We were proud to have been selected as a launch partner for STARLUX Airlines, our first iCargo customer in Taiwan. As a startup airline, STARLUX had strict timelines for implementation and regulatory requirements, and extremely high expectations for the technology and its support of their business model. In IBS Software they found a partner with deep expertise, total commitment to driving business value, and a strong delivery track record. We're thrilled to welcome STARLUX to the iCargo family and to continue our partnership as the airline continues to thrive," said **Ashok Rajan, Head of Cargo & Logistics Solutions, IBS Software.***

STARLUX plans to expand its network with additional A321neo aircraft scheduled for delivery, plus wide-body A350 XWB aircraft. iCargo is fully enabled to support this future growth and continue to empower STARLUX to deliver on its brand promise to customers.

Over the last 24 months, demand for iCargo has gained significant momentum around the world, with 18 implementations going live over this period – including eight new customers.

United Cargo carries out 5,000th cargo-only PAX flight

United Cargo has carried out five thousand cargo-only flights using passenger aircraft.

The carrier has been operating the flights since March 19, using its Boeing 777 and 787 aircraft, to transport cargo such as medical supplies and PPE.

In total, United's cargo-only flights have moved more than 83,000 tonnes

of cargo around the US and to global destinations.

In addition, in cooperation with its freight forwarders and global partners, United Cargo has helped to transport more than 53,000 tonnes of medical supplies to aid in the fight against Covid-19, using cargo-only flights and belly-hold capacity on passenger flights.

Jan Krems, president, United Cargo, commented: "United has played a critical role in keeping global supply chains stable during the pandemic as we deliver urgently needed goods around the world.

"These past few months have created challenges that I have never seen in my 30-plus years of experience working within the air cargo and freight forwarding industry.

"I'm proud of our teams for staying focused on our mission to provide high-quality service and to keep our customers connected with the goods they need most."

EL AL Cargo expands operations with B747F partnership and Dubai flights



EL AL has further expanded its cargo operations through a new service to Dubai and also by entering into a new partnership with CargoJetX on operations between Europe, Asia, and the US.

The new Dubai service, operated by an Atlas Air B747F, will run weekly as part of the Tel Aviv-headquartered airline's Liege operation.

The first flight to Dubai took off on September 16.

Meanwhile, the airline will in October enter the market between Europe, Asia, and the US through a joint venture agreement with CargoJetX.

CargoJetX has purchased two B747-400F aircraft that will be used by the joint venture, while EL AL will manage, market, and sell the capacity.

The joint venture has then contracted Longtail Aviation International, a UK-controlled company in

Bermuda, to fly the aircraft as it has the relevant approvals to "fly directly from/To Europe and over the airspace of many countries", EL AL said.

Ronen Spira, head of EL AL's cargo division, said: "The activity begins with a series of charters flights leased by DSV, the giant forwarding and logistics company."

The Israel-based airline added that in addition to charter flights, EL AL Cargo will offer services to Hong Kong and Shanghai from Liege (LGG) and Frankfurt (FRA) twice a week, with the flights continuing to New York before heading back to LGG and FRA.

CargoJetX said: "CargoJetX's management expresses full confidence in the capabilities of EL AL's cargo division and intends to continue to expand its fleet of cargo aircraft for international operations as part of the joint venture."

Saudia Cargo Adds Boeing 747-400F freighter

Saudia Cargo has enhanced the logistic capacity of its fleet and added a Boeing 747-400F freighter, bringing the total number to seven aircraft.

The company said the new aircraft will boost the cargo and supply operations and help meet the significant surge in the demand for medicine, medical and preventive equipment, and other similar goods.

Omar Hariri, CEO, Saudia Cargo, commented, "We have taken practical steps to guarantee the cargo and supply operations smooth continuity to and from the Kingdom ever since the flights, excluding cargo and evacuation, were suspended due to COVID-19. Today,

flights have been resumed but to a certain degree. Once the new freighter has been put into operation, it will increase the operation and cargo capacity and help the company meet its targets, and provide logistic support to deliver urgent medical cargos to the Kingdom to mitigate the impact of COVID-19 as part of its continued efforts."

The aircraft started the freighter services in September after all licenses have been obtained, flight schedules have been prepared and proper enhancements have been put in place.

Since the emergence of COVID-19, Saudia Cargo has

taken numerous measures to ensure cargo operations continue to run efficiently and provide high-quality logistic services. The company increased air freight services to many global destinations and markets covering the Middle East, Europe, Africa, Asia, and the United States of America. It announced on March 25 the operation of passenger planes that were converted into cargo aircraft to increase capacity after complying with preventive and safety measures for crews on board.

Saudia Cargo fleet consists of seven Boeing aircraft as follows: four Boeing 777 and three Boeing 747-400F.



Cebu Pacific adopts Jettainer's ULD expertise

The Philippines' leading carrier, Cebu Pacific (CEB), has chosen the global leader in ULD (unit load device) management, Jettainer, to manage and maintain its fleet of ULDs beginning October this year. In addition to a growing number of international destinations in Asia, Australia, and the Middle East, CEB also operates the widest domestic network in the Philippines out of its seven strategically placed hubs. This long-term partnership will provide the airline with a highly efficient steering method and a ULD fleet tailored to its specific needs, ultimately benefitting its cargo business.

With this deal, Jettainer will be purchasing the airline's existing ULD fleet consisting of around 2,700 assets. As industry experts and innovation leaders, Jettainer's in-house IT, accompanied by the evaluation of Big Data and artificial intelligence solutions, will ensure the optimal balancing of the ULDs at the required locations. With its strong focus on process optimization, Jettainer will enable CEB to significantly reduce its ULD fleet requirement.

Since the onset of the COVID-19 pandemic, CEB has been working on accelerating its transformation towards operating more efficiently while managing costs through efforts such as, digitalization and optimisation of operational processes, combined with leveraging supply chain solutions that

Global leader continues growth in Asia

deliver best-in-class outcomes.

"As we continue working towards being a world-class airline, we are always on the lookout for growth opportunities. Extensive discussions around the possibility of outsourcing our ULD asset management have been conducted, and Jettainer's total package, incorporating innovation, transparency, and absolute reliability, convinced us to entrust our business to them. We believe this move will allow us to reallocate resources and capital, which can be prioritized to support our path towards recovery," says **Michael Ivan Shau, Chief Operations Officer at Cebu Pacific.**

"Contracting Jettainer also contributes to our ongoing right-sizing exercise as their advanced technology and assets provide us with much-needed flexibility to carry out our growth strategy," adds Shau.

"We are very pleased to welcome the Philippines' leading carrier to our customer base. We thank Cebu Pacific for giving us the opportunity to demonstrate the superior value of our ULD management service,

along with the seamless onboarding process which can be implemented conveniently even during these unusually challenging times. To show full support to our new partner the Jettainer way, and to pursue our growth strategy in Asia, setting up a dedicated team in Manila is in the pipeline," says **Thomas Sonntag, Managing Director of Jettainer.**

Cebu Pacific currently operates one of the most modern fleets in the world, with an average age of 5 years. The carrier is committed to transitioning to a fully containerized fleet of Airbus jets, comprised of A320neo, A321neo, and A330 family. Additionally, CEB Cargo revolutionized the Philippine air freight market as it introduced its converted ATR72-500 freighter in 2018, making it the first passenger airline in the country with dedicated cargo aircraft. Its second ATR freighter is expected to enter the fleet by the end of this year.

100th KLM Cargo-in-Cabin flight takes place

In recent months, more than 150 KLM employees have worked incredibly hard on the Cargo-in-Cabin concept. KLM has deployed this innovative, forward-looking cargo concept to transport more than 85 million face masks in the fight against Covid-19.

Last Thursday, the 100th Cargo-in-Cabin flight departed for Shanghai, accompanied by Pieter Elbers, KLM President and CEO. The aircraft deployed is one of three Boeing 747 Combi aircraft taken into operation to establish an air bridge with China, which is of enormous strategic importance to the Netherlands.

Cargo carried on passenger seats

What may have been inconceivable at the start of the year is now a reality. The first Cargo-in-Cabin flight took to the skies at the end of April. Extra space is created based on this innovative cargo carrying concept. What now fits into the cabin corresponds roughly with six large pallets – roughly 40% of the aircraft's total cargo capacity. The extra space is

being used to carry additional medical supplies to the Netherlands.

Face masks

Each week, around seven Cargo-in-Cabin flights depart for Shanghai. More than 90% of the aircraft's load consists of face masks. Additionally, other medical supplies including surgical gloves and gowns are carried back. In total, KLM has so far carried more than 80,000 boxes and more than 85 million face masks. Aside from its humanitarian contribution, harnessing the Cargo-in-Cabin concept during a time of crisis has been the perfect way to generate extra income. It also serves to illustrate just how innovative and flexible KLM Cargo has been during this unprecedented crisis.

Teamwork

A pool of 60 Cargo colleagues have been trained to work on these flights. They carry out these tasks voluntarily in combination with their other duties and responsibilities. After the call was issued by Inflight Services and Flight Operations, numerous colleagues

expressed an interest in becoming Cargo-in-Cabin coordinators since they were temporarily idle because of the crisis. This made it possible to scale up the number of Cargo-in-Cabin flights, bringing the number of flights operated so far to 100.

"New cargo concept symbolises resilience and creativity"

KLM President & CEO Pieter Elbers:

"The crisis impacting us and the aviation sector is unparalleled and KLM is facing enormous challenges. In my opinion, the Cargo-in-Cabin concept symbolises the resilience, creativity and flexibility of our employees, who work day in, day out to keep our business running. When we had dozens of aircraft parked for weeks on end and less capacity as a result, our cargo division pulled out all the stops to meet the rapidly growing demand for medical supplies. Tens of millions of products have been transported safely and efficiently on passenger seats in recent months. I would like to thank all the KLM employees who worked so hard to make this possible!"

Boeing expands conversion capabilities as orders roll in

Boeing has signed agreements to open additional conversion lines in Guangzhou, China, and Singapore to meet strong market demand. The new line at Guangzhou Aircraft Maintenance Engineering Company Limited (GAMECO) is scheduled to open in early 2021, marking the MRO's second conversion line for the B737-800BCF.

And Boeing will also add a second conversion line for its widebody converted freighter, the B767-

300BCF, at ST Engineering's facility in Singapore. The second line is scheduled to open later this year.

"The freighter conversion program is an excellent way to double the life of an airplane and provide operators with an economical way to replace less efficient freighters," said Ihssane Mounir, senior vice president of commercial sales and marketing for Boeing.

"By working with our partners to add freighter conversion capacity, we look forward to meeting the strong demand

in this market segment and helping our customers scale their operations."

The opening of a new B737-800 conversion line comes as Boeing announced a firm order from an unidentified customer.

To date, Boeing has delivered 36 737-800BCF to more than 10 operators across four continents. The 737-800BCF now has 134 orders and commitments.

Primarily used to carry express cargo on domestic or short-haul routes, the airplane is capable of carrying up to 23.9 tonnes up to 3,750km.

The 767-300BCF has virtually the same cargo capability as the 767-300F production freighter with up to 56.5 tonnes of payload and flying up to 6,190km.

Etihad becomes the first airline in the UAE to roll out electronic technical logs



value to the aviation industry, regardless of the current COVID-19 crisis, and we thank the GCAA for their continued support.”

H.E Saif Al Suwaidi, Director-General of the GCAA said: “The GCAA has approved Etihad to implement electronic technical logs for their Boeing 777 freighters. This is a historic achievement not just for Etihad but for the aviation industry in the UAE. This initiative supports the GCAA’s vision for paperless operations and we thank Etihad Airways for their pioneering efforts.”

Steve Russell, Chief Executive

Officer of Conduce, the technology provider for the eTech logs said:

“We see eTech logs as a ‘disruptive technology’ in the aviation industry bringing significant benefits to airlines and the entire industry. We are excited to be working with Etihad Airways in its implementation, a first in the UAE.

The eTech logs will contribute to Etihad’s sustainability programme aimed at reducing the carbon footprint and impact of aviation on the environment through driving sustainable practices across its operations. By replacing paper documentation with electronic logs across Etihad’s freighter fleet, an estimated 166 trees will be saved and approximately 6 metric tonnes of CO2 emissions will be reduced per annum.

Following implementation on the freighter fleet, Etihad plans to implement eTech logs on the backbone of its fleet – the Boeing 787 Dreamliners – and the rest of its passenger fleet by 2021.

Etihad Airways, the national airline of the UAE, is the country’s first airline to implement electronic technical logs (eTech logs) for airline operations. The approval from the General Civil Aviation Authority (GCAA) for implementation on **Etihad’s freighter fleet** accelerates the journey towards paperless airline operations which is a key initiative for Etihad Airways and the GCAA.

The implementation of **Etihad’s Boeing 777 freighter fleet** follows three months of trials in partnership with the GCAA, where eTech logs replaced paper logbooks currently used by flight crew and engineers to document all flight and maintenance information. Although modern aircraft are technologically advanced, most airlines continue to use paper-based logbooks. By replacing paper documentation, eTech logs provide real-time data capture that can be shared with multiple stakeholders,

from the air to the ground – increasing operational efficiency, reducing delays, and costs.

The eTech logs are another example of Etihad’s investment in innovation to continue enhancing safety outcomes, as they reduce complexity and workload, and improve how Etihad manages compliance requirements.

Paul Kear, Senior Vice President Technical, Etihad Airways, said: “Etihad Airways is proud to have partnered with the GCAA to be the first airline in the UAE to use electronic technical logs in our fleet. This initiative supports Etihad’s innovation and sustainability goals, which are core values for the airline, Abu Dhabi, and the UAE. The digitalization of our technical logs will go a long way towards enhancing the operational efficiency and airworthiness of our fleet and this is a monumental step forward for aviation in the UAE.”

“Etihad remains committed to driving

Etihad Cargo Approves CSafe RAP Container for Flight



The high-performing temperature-controlled containers from CSafe Global will be introduced across all Etihad Cargo's flights to deliver additional payload protection for large pharmaceutical shipments

Etihad Cargo, the cargo and logistics arm of the Etihad Aviation Group, has partnered with CSafe Global, the innovation leader in active, passive parcel and cell and gene temperature-controlled container solutions for the transport of life-enhancing pharmaceuticals, to introduce its latest high-performing container, the CSafe RAP, across its global fleet of wide-body and freighter aircraft.

The CSafe RAP uses innovative heating and compressor-driven cooling technologies, along with advanced VIP insulation, to maintain constant payload temperatures even at extreme ambient temperatures spanning from -30°C to +54°C – the broadest operating range in the industry. Its large payload compartment of 6.68m³ easily accommodates up to four standard U.S. pallets or five standard Euro pallets. With an extended battery run time of more than 120 hours, the CSafe RAP ensures temperature integrity and product viability through

to destination even on extended journeys.

Etihad Cargo, which has recently reinforced its pharmaceutical logistics expertise with the launch of PharmaLife, a specialized pharma and healthcare product, was the first carrier in the Middle East to receive IATA's CEIV (Centre of Excellence for Independent Validators) certification in pharmaceutical logistics. Following a rigorous testing process, the carrier has now approved the use of the CSafe RAP on its aircraft to offer customers continued assurance of compliance and temperature-control along with the largest payload capacity in the industry.

*"As an IATA CEIV Pharma certified carrier, we take the transportation and handling of pharmaceutical shipments very seriously, adhering to the strictest processes with the very best in class equipment that ensures the best quality handling in the quickest time," said **Fabrice Panza, Manager Global Cool Chain Solutions at Etihad Cargo.** "The addition of the CSafe RAP*

further enhances our customer offering by completing our active cool chain portfolio. Through this partnership, we are now able to provide the largest and most high-tech solutions for active containers worldwide.

"We are confident as market demands become stronger for vaccines and clinical trials that we are ready to offer quality along with enough capacity to our customers," Panza added.

*"CSafe has the highest quality and best-performing products in the industry, as well as the ability to guarantee availability anywhere in the world. We are delighted to be able to offer this new option to Etihad Cargo's customers," stated **Patrick Schafer, CEO of CSafe Global.***

Etihad Cargo has been a long-term partner of CSafe Global and provides customers with a number of closed cool-chain solutions under its PharmaLife product, including the CSafe RAP and CSafe RKN. Sale and leasing options for these containers are available through Etihad Cargo.



Atlas Air freighter lifts 110 tonnes of transhipped export cargo of Bangladesh from Kolkata

A Boeing 747 freighter of Atlas Air on October 18 uplifted 110 tonnes of transhipped apparel, produced in Dhaka, from Netaji Subhas Chandra Bose International Airport in Kolkata (CCU) to Zaragoza Airport (ZAZ) in Spain for the multinational fashion giant Inditex, which owns brands like Zara, Pull&Bear and Massimo Dutti.

Apparels from Dhaka

Bangladesh is the second-largest apparel producer in the world after China. The country houses factories that produce readymade garments for the world's best brands that include H&M,

Zara (Inditex), Gap, Target, Benetton, Puma, Primark, Tesco, M&S, and many others. However, air freight capacity for these fast fashion brands out of Bangladesh, particularly from Dhaka, is either restricted or too expensive. And the Covid-19 pandemic this year made things worse not just for millions of people employed in these factories in and around Dhaka but getting what has already been produced to markets became even more daunting with the restrictions on international flights.

History of transhipment from Bangladesh

A pilot project that was initiated by the

government of India in November 2018 to facilitate better cargo evacuation and logistics efficiency in the region is of great help to international shippers.

A circular, dated November 2, 2018, by the Central Board of Indirect Taxes & Customs under the department of revenue in the ministry of finance, laid out the procedure for a pilot transshipment of export cargo from Bangladesh to third countries through land customs station in Petrapole to seaports in Kolkata and Nhava Sheva in Mumbai and to Kolkata airport in containers or closed bodied trucks. The pilot programme was made available from November 5, 2018.

It was introduced on a pilot basis to gain experience and obtain feedback from the industry to frame a facilitative regulation with adequate safeguards. The circular has been extended from time to time and the board in a letter, dated 5 February 2020 and signed by Swati Bhanwala, the officer on special duty for Land Customs, granted the extension of the pilot programme till June 30, 2020. On June 22, 2020, the board issued a fresh circular signed by Bhanwala stating: "After reviewing utilization and other relevant aspects and to facilitate trade the board has decided to continue the facility until further direction following the procedure prescribed in the original circular dated November 2, 2018."

Kolkata, the transshipment hub

As the pilot project nears the completion of two years, global shippers have moved hundreds of tonnes of cargo from Bangladesh through Airport Authority of India (AAI) operated and managed CCU. Cargo has been lifted from CCU in the bellies of international passenger flights flying predominantly through Middle East airports. One of the international apparel brands that have contract production in Dhaka has a monthly demand for 900 tonnes of air freight capacity in the peak season from Dhaka. This brand has been using the pilot project and lifting from 50 to 100 tonnes of cargo per week from CCU to its European headquarters.

AAI Cargo Logistics and Allied Services (AAICLAS), the 100 percent subsidiary of AAI which manages international and domestic cargo at all AAI airports in India, which handled the cargo at CCU said the challenge was completed in less than 48 hours, which includes the movement of cargo from Dhaka.

Inditex, AAICLAS, MoCA

It is interesting to note how swiftly the government of India responded to the industry demand in 2018. One of the prominent voices of the apparel industry, which was looking at the most suitable and efficient alternate route for cargo evacuation from Dhaka, was Diego Hermida. He was the regional manager import, export, and

transport for South Asia & Oceania at Inditex based in New Delhi. He had ample support from Keku Gazder, the chief executive officer of AAICLAS. A project of this nature involves multiple ministries at the centre and it was Vandana Aggarwal, senior economic adviser in the Ministry of Civil Aviation, who hatched the plan and ensured that it is implemented as quickly as possible. It is reliably learnt that this pilot project had been prepared, finalized, and rolled out in less than 10 days from the time she received in her office.

While Hermida has moved back to Spain, his successor Jon Koldo is ensuring that he has enough air freight capacity out of CCU and thinking of more such full freighters.

Antonov Airlines Transports Three High-Tech Racing Yachts

ANTONOV Airlines has completed the transportation of three high tech “flying” racing yachts from Italy, the UK, and the USA, to Auckland, New Zealand in preparation for the 2021 America’s Cup race.

ANTONOV’s in-house engineering team worked to ensure the safe loading of the 22.8-meter-long, 4.9-meter-wide AC75 class yachts onboard its seven AN-124-100 Ruslan fleet.

The total weight of each consignment, including the yachts and support equipment, came to 20 metric tonnes.

“Our engineers worked

closely with the teams that organized the air shipment of these unique yachts to develop a safe loading and stowage system for the long journeys to New Zealand,” said Andriy Blagovisniy, Commercial Director of ANTONOV Airlines.

“The AN-124 Ruslan, which has a volume of cargo cabin up to 700 cubic meters, was the ideal aircraft for the job.”

The first yacht was transported from Providence, Rhode Island, USA for the AMERICAN MAGIC team, with the second travelling from London Stansted Airport,



for the British INEOS Team UK, and the third departing Milan Bergamo Airport, Italy for the Italian LUNA ROSSA team.

The USA journey from Rhode Island took three days and included two scheduled fuelling stops in Chicago, Illinois, and Honolulu, Hawaii.

The air shipment of the cargoes from the UK and Italy both took three days as well with stops in Dubai, UAE, and

Surabaya, Indonesia, also for scheduled refuelling.

The AC75 yachts, which can reach speeds of up to 50 knots (92.6kph), have been designed to “fly” by rising out of the water on hydrofoils.

The three yachts transported by ANTONOV will compete against defending champion the Emirates Team New Zealand and Stars and Stripes Team USA in the 36th America’s Cup next March.



Finnair cargo facilities ready for distribution of Covid 19 vaccines

In 2018, Finnair Cargo constructed the most modern air cargo terminal in Europe, designed for excellence in transporting temperature-controlled products. As IATA stated, 'Safely delivering Covid-19 vaccines will be the mission of the century for the global air cargo industry'.

Finnair Cargo was the first airline in the world to receive the IATA Excellence for Pharmaceutical Logistics certification (CEIV Pharma) in 2015, and also their new cool terminal is certified with the CEIV GH certificate from 2019.

"We have a history of excellence in pharma logistics and with our

new terminal, we have lifted all the monitoring and control to 100% in our premises," says **Fredrik Wildtgrube, Head of Global Sales at Finnair Cargo.**

With the history of outstanding merits in pharmaceutical logistics and the most modern digital terminal capabilities, the airline is ready for the challenge with its world-class facilities and highly skilled staff.

"It is a known fact that there is always a risk when transporting temperature-sensitive items, that's why our job is to make sure we protect the product integrity in all possible ways," says **Tommi Voss, Head of**

Operations at Finnair Cargo. "We have a dedicated pharma area to manage the arrival and build-up of temperature-controlled cargo. And our aircraft can be parked right outside the terminal which makes the process fast; temperature-sensitive items can be loaded in the plane in under 30 minutes."

Facilities and know-how

The 31,000 sq m terminal area has a 3,000 sq m dedicated area for pharmaceuticals. Temperature is monitored 24/7 with advanced automatic systems to notify any deviations from the designed temperature ranges. They have temperature-controlled storage areas for all standard ranges - 2,600 sq m of controlled room temperature space (CRT), 207 sq m of refrigerated storage (COL), and 50 sq m of freezer space (FRO).

Pharmaceutical cargo is managed through a dedicated area with its acceptance area. This allows them to maintain steady temperatures

for pharmaceutical shipments and verify the incoming temperature. The ULD built-up can also be made with refrigerated storage temperatures.

With the 100 percent shipment location monitoring together with the 100 percent temperature monitoring and control, they can identify shipments that could be subject to a temperature excursion and act accordingly.

Personnel

The cargo build-up in Helsinki is done in a temperature-controlled area by pharma trained personnel. At Finnair, training is given for all employees who handle sensitive pharmaceutical shipments in the temperature-controlled area for the best-in-class security and quality.

Processes

The Helsinki Cool terminal tarmac process is one of the fastest and the most efficient in the world. Commonly, temperature deviations occur during the handling process, but with short and efficient tarmac transportation times of less than 30 minutes, they have said they can minimize its effects on shipments. The process is specifically designed for pharmaceutical shipments to prevent compromising product integrity.

Less than 30-minute tarmac time is one of the lowest in the industry, and it is enabled by their aircraft standing right outside our cool terminal's pharmaceutical facilities. They are also committed to seeking further reductions in tarmac times at their premises to secure the vaccine logistics at their end.

Partners and cooperation

The Covid-19 vaccine distribution challenge will cover a range of partners along with the vaccine trial, and Finnair Cargo is cooperating with other stakeholders to lift the standards across the full journey. Their ground handling network contains 19 certified partners in key locations in Europe and Asia to create secure pharma lanes for vaccines outside their modern terminal.

As the requirements of Covid-19 vaccines are yet unknown, we are



preparing for alternative solutions. We have agreements with five major manufacturers of temperature-controlled containers, enhancing the flexibility in capabilities to carry vaccines, regardless of what the required solutions may be.

Fleet

The Finnair Cargo Airbus fleet is supporting temperature-controlled shipments with pilot controlled, adjustable settings. The A350 fleet contains 19 aircraft that can carry a significant amount of vaccines on one flight.

As the transporting requirements for Covid-19 vaccines are still unknown, it is difficult to estimate the volume demand for one flight. The amount of vaccines depends on, for example, these requirements with product temperature, transportation temperature, and size of the dose.

According to WHO vaccine management guidelines for existing vaccine transportation, one A350 aircraft can carry nearly two million measles vaccine shots or 15 million rotavirus doses.

The number of doses needed to carry on one flight is also linked with the organizations' capabilities to distribute the vaccine and the potential time frame of usage before expiry. Public and private sector health officials will need to make calculations on their abilities to distribute the vaccine to

their people, and transportation must follow those estimations, especially given that vaccines cannot be stored for long periods.

Location and network

The main hub, Helsinki, is located in Northern Europe gives them the geographical advantage of shorter flight times between Europe and East Asia when compared to airlines flying closer to the equator. They offer direct flights to all major cities in Asia within our scheduled network or via tailored charter services.

The home market area in the Nordic and Baltic region covers a population of 27 million, connected to Asian megacities covering over three billion people. Thanks to their geographical location, wide network, and operational excellence, we can offer the speed required to carry the vaccines.

Their cool terminal at Helsinki Airport lies in Southern Finland, where the temperatures are mild or cool around the year. Extreme conditions are rare in our location, which lowers the risk of nature impacting the shipping conditions.

With their history of excellence and dedication to pharmaceutical logistics, Finnair Cargo is a flexible partner to design fast, safe, and reliable air cargo transportation for Covid-19 vaccines in the Northern hemisphere. We are well prepared to deliver when the world expects it the most.



Alitalia Cargo, Air Logistics Group uplift record 58-tonne cargo from Delhi to Rome



Alitalia Cargo along with its Indian partner Air Logistics Group (ALG) has managed to surpass their previous record by carrying a record 57,616 kilos of cargo load on a single flight from Delhi (DEL) to Rome (FCO) on October 9. It is the highest ever tonnage to be carried by any airline on the newly reconfigured B777-300ER. Earlier this month, they had carried 53 tonnes on October 4 and 54 tonnes on October 2 respectively, and their recent attempt has taken it a step further. The Italian national flag carrier has been operating its weekly cargo-only passenger flights from India since June 2020 from Delhi and Mumbai and Air Logistics Group has been providing them with solutions for the transport of freight.

The selection of an optimum mix of high-density cargo comprising

heavy auto parts and engineering goods together with pharmaceuticals, garments, and spare parts. The process was carefully planned by the highly experienced and professional sales team, with efficient ULD planning, ensuring the ground handling and loading was done with great precision.

Commenting about the achievement, **Vikramjit Singh Ahluwalia, managing director, Air Logistics Group, India**, says, *"The milestone load of 58 tonnes is a testament of the dedicated and committed efforts of the skilled ALG team, both sales and operations to select the correct freight mix, plan and execute the same with perfection and the overwhelming support we get from our esteemed freight forwarders."* He adds, *"It is a moment of pride for Air Logistics Group and Alitalia Cargo*

who have been operating their weekly passenger flights from Delhi and Bombay since June 2020. We shall continue to serve our customers in these challenging and ever-changing pandemic times."

In the current scenario of Covid-19, when passenger traffic seems to be bleak, there is a surge in the air cargo industry where more and more airlines are deploying their aircraft to ferry freight by either removing seats or carrying cargo on seats and overhead bins so that every bit of space is utilized. India is a very important market for Alitalia's worldwide network and the airline is looking forward to promoting and strengthening the exports and import trade between the two nations along with their partner's Air logistics Group, by expanding to multiple cities across the country.



Delta Cargo has approved the DoKaSch Opticooler RAP container for use on Delta aircraft as part of its cold chain pharma program for the safe transportation of vaccines. This high-end, state-of-the-art climate-control solution offers pharmaceutical and life science companies a controlled and reliable 2-8°C and 15-25°C options, enabling it to be used for Pharma 1 transportation including vaccines, without the need for dry ice.

The Opticooler has a large control panel plus quadruple redundancy for all critical parts, meaning there are backups for each feature in case of failure. The large loading compartment easily accommodates five standard Euro pallets or four CP-1 pallets, plus the container has a large battery operating independently up to 120 hours and requires merely 2 to 4 hours battery charging time.

Shawn Cole, Delta's vice president, Cargo, said, "The introduction of the Opticooler provides our customers with more choice when looking for reliable container options to support the growing global demand for pharma and vaccine shipments."

Delta Cargo's new high-tech cooler to allow safer vaccine transportation

He added, "Alongside our joint venture partners, Air France-KLM Cargo, we can now offer our customers a seamless experience across the trans-Atlantic, helping to keep supply chains moving and ensuring the safe delivery of temperature-sensitive shipments during the current pandemic."

Andreas Seitz, managing director of DoKaSch Temperature Solutions, said, "This agreement with Delta provides more transport options for shippers of sensitive pharmaceutical goods, which is especially important for the upcoming transport of vaccines against Covid-19. Many of these will require a temperature range between 2°C and 8°C during transport, which is exactly what our Opticooler is made

for. Delta further expands our extensive global network which allows us to offer our temperature-controlled packaging solutions at even more locations."

Delta Cargo was the first US passenger carrier to receive IATA's Center of Excellence for Independent Validators (CEIV) Pharma Logistics Certification. This award means that they are compliant, in their Atlanta warehouse and at 49 Pharma approved airports across the globe, provided through their handling partners. They have also expanded their cooler facilities at the Atlanta warehouse, ensuring that they provide the highest industry standards for the shipment of pharmaceuticals, vaccines, and life sciences across their network.



Air Canada marks a major milestone, operates its 3000th cargo-only flight

The onset of Covid-19 dramatically impacted global supply chains around the world causing critical shortages of supplies needed in the fight against the global pandemic. In mid-March, Air Canada began using aircraft which would

otherwise be parked to begin operating cargo-only flights to transport time-sensitive shipments, including urgent medical supplies and goods to support the global economy. The following month, Air Canada began transforming widebody aircraft to allow for cargo to be transported in their cabins, effectively doubling the cargo capacity of each aircraft, expediting the delivery of even more critical supplies.

The airline's cargo-only flights which may not meet accessibility guidelines have been a success and on October 24, 2020, Air Canada completed a network milestone of its 3000th scheduled all-cargo flight. Flight AC7214 took off from Montréal carrying almost 22,000 kilograms of freight to Amsterdam, which included fresh flowers and herbs from Bogotá in the newly transformed cabin and asparagus from Lima in the cargo hold. An Airbus A330, Fin 941, operated the rotation, using its newly reconfigured cargo cabin upper deck based on updated Transport Canada regulations.

"Air Canada's cargo-only flights continue to expand their global reach

despite the complexities involved, helping us meet the anticipated demand for critical supplies quickly and safely," said **Lucie Guillemette, executive vice president, and chief commercial officer** at Air Canada. She added, *"Since March, we acted nimbly, using our entrepreneurial mindset, and are adding new destinations to carry a wider range of products. Cargo-only flights are a success of which our employees can all be proud and as we continue to contribute valuable revenue during these challenging times for commercial airlines."*

Cargo-only flights are also setting records with the amount of freight they carry. One of our heaviest flights aboard a reconfigured Boeing 777 carried nearly 60,000 kilograms in total from Shanghai to Tokyo, including shipments of vitamins and disposable gowns.

Through its cargo division, Air Canada transports freight around the world on scheduled cargo-only flights on seven widebody aircraft, including Boeing 777 and A333 converted for transporting freight in the cabin, and on its regular passenger scheduled flights.



VALLAIR signs Lol with GlobalX to lease ten converted A321 freighters

VALLAIR, the mature aircraft and asset specialist, and launch lessor for the Airbus A321 freighter conversion (A321F), has signed an Lol (Letter of Intent) with US-based *Global Crossing Airlines Inc.* (GlobalX) to lease ten converted A321 freighter aircraft in the most significant deal in the history of the A321F to take place within the air cargo industry. Vallair has been engaged in cargo conversions since 2015 and this ground-breaking agreement will see the Company take its pioneering A321 freighter programme to the next level.

The first GlobalX A321 will be delivered by the third quarter of 2021. GlobalX expects all ten (10) A321F aircraft to be delivered and in revenue operation by the second quarter of 2023.

The COVID-19 pandemic has seen a surge in market demand for air cargo as operators struggle to fulfill the ever-increasing requirements of e-commerce. The A321F

is the ideal candidate to satisfy this need due to the availability of feedstock, with around 1100 aircraft manufactured, and younger technologies utilized by the aircraft resulting in a fuel-efficient, environmentally friendly freighter variant. On average, Vallair expects operators to see a 20% reduction in fuel burn per payload.

Vallair signed its first Lol for the A321F in August 2019 with Qantas Freight and saw the maiden flight of its prototype A321F take to the skies in February 2020. The partnership with GlobalX will be a testament to Vallair's expertise and experience, as a lessor and within the cargo conversion sector, with GlobalX's commitment to expansion and progression as an ACMI leader, especially in the U.S.

"This is a unique deal undertaken by Vallair, and we are excited to be entering into a partnership with GlobalX," says Alistair Dibisceglia, Chief Leasing Officer at Vallair. "The A321F is proving to

be the aircraft of choice for cargo operators worldwide. As well as offering a higher volumetric capacity, the lower cargo hold on the A321F allows for the transit of ten containers in addition to the fourteen cargo positions available on the upper cargo deck. This ability to offer containerized cargo is a real selling point for the A321F as it increases efficiency by reducing turn-around times and facilitates the weight and balance calculations."

Gregoire Lebigot CEO of Vallair, commented, *"The focus of this deal for Vallair has been to make the air cargo capacity available in the Americas and we are trusting that the very experienced management of GlobalX will be successful to maximise this opportunity. We intend that by providing the cargo capacity to a Miami-based operator, we can pave the way for freight forwarders in Northern, Southern, and Central America to meet the ever-rising market demands for air cargo."*

Focusing on the mature assets of the A320 / A330 aircraft, GlobalX's aim is to provide dual capability and optionality to their clients in

long-range charter and ACMI / wet-lease operations. In addition to augmenting its cargo capability, the innovative Miami based start-up airline will be one of the few in the US to offer ACMI on passenger aircraft and intends to extend this to its cargo offering.

"We are delighted to sign this Lol with Vallair," says Ed Wegel, CEO of GlobalX. "This is an unparalleled opportunity, and we are uniquely positioned to maximize the potential. Over the next six months, we intend to secure aircraft contracts for both our current and future needs through to the end of 2022, and in agreeing on this lease, Vallair has enabled us to achieve this – certainly from a freighter perspective. Our focus has always been on utilizing the efficiencies of A320 family aircraft and these pioneering A321 conversions by Vallair have allowed us to extend this to our cargo capability. We are excited about the future and look forward to a mutually beneficial partnership."

Most recently, Vallair has agreed to lease two newly converted A321-200s to SmartLynx Malta.

Qatar Airways Cargo

Signs Agreement with SkyCell for Hybrid Pharma Containers

Qatar Airways Cargo and SkyCell have signed an agreement to lease SkyCell containers. The addition of these temperature-controlled hybrid containers will provide the cargo carrier's customers the choice of a wide range of containers in which to transport their pharmaceuticals across its extensive global network.

Qatar Airways' Chief Officer Cargo, Mr. Guillaume Halleux, said: *"The logistics around pharmaceutical transportation is complex and being at the forefront of time and temperature-sensitive transportation, we understand the intricacies of a seamless cool chain. Through this agreement with SkyCell, we are glad to expand our container offering under QR Pharma and present customers with more options to transport their sensitive products. The hybrid container establishes an entirely new product offering for our clients that is both safe and sustainable for our businesses and the planet."*

Chiara Venuti, Director Business Development and Airline Partnerships at SkyCell said: *"Qatar Airways Cargo is a leading air cargo carrier with a specialized pharmaceutical offering and an extensive network. The cooperation will meet the growing demand for hybrid containers as safe and sustainable pharma solutions for sensitive and critical drugs such as vaccines."*

All SkyCell containers are 100% recyclable, helping to eliminate landfill by preventing product waste and reduce a shipment's carbon footprint by up to 50% due to their capability to charge independently of an external

- *With a strong focus on sustainability, these containers reduce a shipment's carbon footprint by up to 50%*
- *Investment in these containers will also enable the airline to support global vaccination logistic plans, once the COVID-19 vaccine is ready*

power supply, without the requirement of dry ice and manual intervention. SkyCell's hybrid containers are IoT ('Internet of Things') enabled, meaning that their temperature conditions are monitored as they move around the globe to ensure temperature-sensitive pharmaceuticals are protected even under extreme conditions. With their efficient insulation and cutting-edge cooling technology, the containers can maintain steady temperatures for up to 202 hours (8.4 days) and self-recharge automatically in a cooling chamber or reefer truck.

QR Pharma is Qatar Airways Cargo's specialist product developed for pharmaceuticals and healthcare cargo. It offers both active solutions to maintain a consistent temperature throughout the transportation chain as well as passive solutions that handle products within a desired temperature band during all stages of the journey.

Sustainability is one of the key priorities on the cargo carrier's agenda and an important chapter that is part of its ongoing We Qare project. The project is built on the four fundamental pillars of sustainability that include economic, social, cultural, and environmental dimensions.

With the addition of SkyCell's hybrid container to its existing range of pharma container offerings, customers now have an extensive choice when deciding how to transport their pharmaceutical products. This option

will also bring clients a step closer to meeting their sustainability goals while maintaining high standards of safety for their pharmaceutical cargo.

The significant investments in these hybrid containers and cold chain management is part of the cargo carrier's strategy and commitment to improving and enhancing its product offering for the benefit of the pharmaceutical industry globally. With these investments, the airline is also preparing to support the logistics around the global vaccination plans, once the COVID-19 vaccine is ready.

As an industry leader, the cargo carrier ensures the fastest transfer at Doha through its unique Quick Ramp Transfer (QRT). It is the only cargo carrier in the Middle East to offer refrigerated or 'reefer' truck services for ramp transfers at its home hub.

Qatar Airways Cargo has invested considerably in quality handling, infrastructure, facilities, people, and procedures at each of its pharma stations, which span over 77 destinations, with the recent addition of Osaka (Japan), Campinas, Brazil (VCP), Santiago, Chile (SCL) and Bogotá, Colombia.

The cargo carrier's QR Pharma volumes have grown by 14.5 percent in 2019 over 2018. This new partnership between SkyCell and QR Pharma has set in motion a new period of growth for its clients and the future of the pharmaceutical transport industry.



National Airlines adds three more B747-400Fs, one A330-200 to its fleet

National Airlines has expanded its fleet with three more B747-400Fs and an A330-200 passenger aircraft in response to the rapidly increasing demand for cargo and passenger charters. The carrier's current fleet includes two B747-400Fs and one B757-200. The Airbus A330-200 passenger aircraft, which has already joined the fleet, is deployed primarily for charters and contract flying for its corporate and government customers.

In 2018, National had acquired three B-747-400Fs, however, the declining demand for airfreight all of them had been parked in Arizona. Current market conditions have prompted National to pull them out of storage now and quickly induct them into service after completing all the required maintenance checks.

The first of the three B747-400Fs

will join the fleet this first week of October and will begin commercial operations. This will be followed by the second joining in later this month and the third will join in November this year, making a total fleet of five B-747-400Fs.

Commenting on the latest fleet expansion **Chris Alf, chairman of National**, said, *"We always had a plan of bringing out the parked airplanes into service right at the beginning of the year but then the Covid-19 pandemic hit. We felt the urgency to bring on these aircraft to support the demand for moving the urgent relief supplies in support of governments and global aid agencies. It was strategically important for us to bring in additional cargo capacity since there is a huge constraint because of the pandemic taking away the belly capacity on passenger operations. We are happy to offer our*

global customers with an additional three B747-400Fs."

The Airbus A330-200 passenger aircraft, the only wide-body passenger aircraft in National's fleet, is one of the most reliable and modern twin-aisle wide-body aircraft providing passengers with an exceptional amount of personal space and travel comfort. National's A330-200 has 288 seats in a two-class configuration with fourth-generation inflight entertainment at each seat.

National currently supports the demand for passenger charters from the US Government with its B757. With the new addition of the A330-200, National is now able to enhance its service to its existing customers with high passenger capacity and longer range. National B747-400Fs are flying between the USA into the Middle East, China, and Hong Kong daily.



Certified champions American moves life-saving pharmaceuticals

Somewhere inside the 25,000-square-foot temperature-controlled cargo storage facility at the American Airlines cargo terminal in Philadelphia, you'll find Cargo Customer Service Manager Morelee Green. She'll be walking through the coolers to prepare the next temperature-sensitive shipment to be loaded onto a Boeing 787. In the current environment, many of the shipments contain health care products to fight the coronavirus (COVID-19) pandemic.

"Handling health care products isn't just moving a box from Point A to Point B," Morelee said. "It's knowing

what's inside of that box, how it affects someone's life, and knowing why handling it in the proper environment is so important."

Morelee is an expert on how to make American's temperature-controlled shipping solution — or ExpediteTC® — one of the most reliable options on the market for health care and life science shippers. Morelee's prowess in moving these special shipments has earned her the title of ExpediteTC Champion.

"It's like you're an extension of the health department in some way," Morelee said. "You're coordinating the delivery of medication to the people who need help. We're saving lives in a unique way."

Whether it be containers with built-in temperature controls that regulate and monitor shipments or it's the careful handling of specialized shipments cooled by dry ice, ExpediteTC is American's solution designed to transport sensitive goods at a consistent temperature throughout their journey. Customers — particularly pharmaceutical shippers — depend on American's team members' internationally recognized attention to detail and the state-of-the-art climate control facilities available through ExpediteTC.

American's ExpediteTC Champions are the ones that keep an eagle eye on these shipments. These specially

trained sales and operations team members plan and deliver the best cold chain solution to ensure the integrity of each shipment from drop off to delivery. Working together with customers and team members throughout the network, ExpediteTC Champions play a crucial role in ensuring health care providers have what they need to treat their patients, particularly during the COVID-19 pandemic. Since March, American has moved more than 1.5 million pounds of pharmaceutical products.

American's ExpediteTC Champions have also played an instrumental role in helping American earn the International Air Transport Association's prestigious Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) certification, which recognizes air carriers and the entire air cargo supply chain that have established the tools, procedures, and staffing to ensure life science products are properly

handled and arrive at their destination with full efficacy.

"CEIV Pharma certification is a recognition of the long-standing commitment American has made to ensure that our processes exceed industry standards for the care of temperature-controlled and life science products," said **Sam Hancock, an ExpediteTC Champion**.

And meticulous detail to pharmaceutical shipments has never been more crucial, as improper handling may render vaccinations unusable. For Sam, Morelee, and the dozens of American's other ExpediteTC Champions, it's a challenge they take personally.

"Our pharmaceutical shippers place a tremendous amount of trust in us," said **David Vance, Vice President of Cargo Operations and Airport Support for American Airlines**. "ExpediteTC and CEIV Pharma certification reflect our team's commitment to pharmaceutical efficacy

and safely moving temperature-critical goods around the world."

"We congratulate the American Airlines Cargo team on achieving their CEIV Pharma certification. More than ever, the entire air cargo supply chain must work together to follow global best practices to ensure the safe transportation of these temperature-sensitive life-saving products," said **Glyn Hughes, Global Head of Cargo at the International Air Transport Association**.

Morelee and Sam's approach to temperature-controlled shipments — and that of their teammates — is to move every pharmaceutical shipment with the utmost attention to detail, whether it be a vaccine to end a global pandemic or a pill to stop a runny nose. "It's exciting to know that I can make a difference with everything that's going on in the world right now," Morelee said. "My work plays a part in saving people's lives."

SAS Cargo achieves IATA CEIV Pharma re-certification

SAS Cargo has achieved IATA CEIV Pharma re-certification despite Covid-19 restrictions. SAS Cargo said that due to Covid-19 restrictions, the audit process for re-certification was carried out remotely.

Nick Careen, IATA's senior vice president of airport, passenger, cargo, and security (APCS), commented: "In the middle of a global pandemic, those challenges are greatly exacerbated, while the need for the safe transport of potentially life-saving products is even more pressing. But we are a resilient industry, and we always will find solutions to put safety first. "We congratulate SAS Cargo on completing their CEIV Pharma re-certification, offered by IATA in a stringent remote process to ensure continued gold-standard transport and handling of this critical cargo, even in these tough



times". Lone Riise, acting head of handling and quality management at SAS Cargo, added: "The remote audit and re-certification went very smoothly, and we were extremely pleased with the remote audit process put in place".

Leif Rasmussen, president, and chief executive of SAS Cargo, said: "During Covid-19 airfreight has been a vital partner in delivering much-needed medicines, medical and protective

equipment, as well as keeping global supply chains functioning for the most time- and temperature-sensitive goods. "It has never been more crucial meeting the specific needs of the life science and health care industry than now. "By receiving the re-certification for IATA CEIV Pharma we demonstrate our continuous focus on delivering the highest quality and being a reliable partner for transporting temperature-sensitive products".

Air Atlanta Icelandic to establish new AOC



Air Atlanta Icelandic is establishing a new AOC in Malta and says it would one day consider adding freighter aircraft. The aircraft operator said that to

increase its competitiveness in the ACMI market post-Covid-19, it is taking steps towards establishing an AOC in Malta under the name Air Atlanta Europe.

The strategic move will strengthen the company's position in the ACMI and charter market with improved market reach and access, it explained.

The Asian market is one that a Maltese AOC will give it better access to as it periodically finds itself excluded from certain markets with the current set up.

It will start operations with a passenger B747 but as the projects develop it remains open to adding a freighter to the AOC at some point.

Baldvin Hermannsson, chief executive of Air Atlanta, said: "The foundation of Air Atlanta Europe in Malta is an important step for us to strengthen both current and future operations in an ever-increasingly competitive ACMI market."

Established in 1986, Air Atlanta Icelandic currently operates a fleet of nine B747-400 freighters and six B747-400 passenger aircraft, as well as A340-300.

Until recently, Air Atlanta Icelandic intended to launch both B777 and A330 passenger operations, which now await improved market conditions.

QR Cargo volumes grow 2.8% in FY2020

The combination of the blockade, the liquidation of Air Italy by the majority shareholder, changes to accounting policy and reporting standards, and the COVID-19 pandemic crisis resulted in the Qatar Airways Group reporting a net loss of QAR 7 billion for the year.

However, there has been an improvement which is seen from the increase in the overall revenue and other operating income to QAR 51.1 billion, up 6.4 percent compared to last year. Passenger revenue grew by 8.9 percent with capacity (Available Seat Kilometers) growth of 3.2 percent. Qatar Airways carried 32.4 million passengers, an increase of 9.8 percent over the last financial year.

Qatar Airways Group Chief

Executive, Akbar Al Baker, said, "Despite the momentous challenges our Group has faced in 2019-20, Qatar Airways Group continues to remain resilient, reporting strong underlying fundamentals. If not for the exceptional circumstances of the fiscal year 2020, our results would have been better than the year before. During the fiscal year 2020, the Group's revenue increased to QAR 51.1 billion, seat capacity increased by 3.2 percent, freight tonnes handled increased by 2.8 percent, and passenger traffic at Hamad International Airport increased by 8.6 percent. Qatar Airways invested QAR 16.8 billion in the fleet and other assets during the year and had a cash balance of QAR 7.3 billion at year-end. Significant progress has been achieved

in the three-year transformation plan, which began pre-COVID-19 and will position the operations and practices to meet the current challenges."

He added, "I am extremely proud of the teams, departments, and subsidiaries across the Qatar Airways Group that have remained agile throughout this tumultuous period and adapted quickly to this new reality, displaying the tenacity, versatility, and commitment to excellence so often associated with everything we do. These efforts are why we have become the largest international airline and air freight carrier since the onset of the pandemic, taking over two million people home safely and reliably and carrying over 250,000 tonnes of medical and aid supplies to impacted regions."

Qatar Cargo

sees volumes improve while revenues decline

Qatar Cargo saw its volumes increase during the last fiscal year despite being affected by the ongoing China-US trade war and the initial stages of the coronavirus outbreak.

The Doha-based cargo firm saw its air cargo volumes increase by 2.8% year on year to 1.5m tonnes to the year ending March 31 as it became the world's largest international cargo carrier, according to IATA cargo tonne-km stats.

The increase also bucks the trend experienced by other top cargo carriers with IATA stats for the calendar year 2019 showing a decrease of 2.1% in terms of tonnes carried amongst the top 25 cargo airlines.

While volumes were up, the airline

was unable to escape the impact of lower rates in 2019 as its revenues for the fiscal year were dragged down by 1.3% to QR9.9bn.

The carrier said that it benefited from the addition of five B777 freighters during the fiscal year 2019-20, while it also placed an order for five more.

Qatar also transported “significant amounts of relief cargo between January and March 2020 to support the global demand due to Covid-19”.

“The expansion of the Qatar Airways Cargo network continued with the addition of Singapore as a stop on its highly successful transpacific freighter route connecting Asia to North America,” the company said. “In November 2019, Qatar Airways Cargo further expanded

its freighter network in South America, with the new destinations of Bogotá, Colombia; Campinas, Brazil; Lima, Peru; and Santiago, Chile.

“In addition, the carrier added Osaka, Japan as a new freighter destination in January 2020. The airline also launched eight new belly-hold cargo destinations during the financial year 2019-20, as well as increasing belly capacity on several routes.”

Qatar Airways Group turned in a pre-tax loss of QR6.96bn and a net loss of just over QR7bn for the financial year.

The Airline said, at the end of the fiscal year on March 31, 2020, its accumulated losses had exceeded 50% of its share capital – requiring the convening of an extraordinary general meeting. This was held on September 24, during which the Qatari government provided an advance of QR7.3bn to the company through an issue of 730m shares.

While the coronavirus crisis has led to “significant operational restrictions” on the carrier, the company says that – based on the equity injection, the availability of external funding, and other measures taken – its management has prepared its accounts on a going-concern basis.





dnata offers first fully integrated cool chain for pharma in Singapore

Leading air services provider dnata is the first cargo handler to operate cool dollies at Singapore Changi Airport, offering customers excellent value services throughout the handling process.

The company's new, high-tech containers are specially designed to serve the pharmaceutical industry with a closed temperature-controlled system for seamless delivery of temperature-sensitive goods between cargo warehouses and aircraft.

Dirk Goovaerts, dnata's regional CEO for the Asia Pacific, said, "It has become increasingly crucial for both airlines and freight forwarders to be supported by a reliable, certified handler that can protect their pharma shipments and ensure the products remain in perfect condition until they reach the end customer.

"We constantly invest in our people, facilities, equipment, and processes to provide world-class services to our

customers. Our latest investment in cool dollies underlines our commitment to ensuring the highest quality of supply chain management when handling temperature-sensitive cargo. We continue to enhance our operations to deliver the promises our customers make, every day," added Goovaerts.

dnata's announcement to introduce another innovative solution to the Singapore market has been widely welcomed and supported by its partners and stakeholders, including the government and the airport operator.

Ho Yuen Sang, Director, Aviation Industry, Civil Aviation Authority Singapore, said: "Air cargo continues to play an important role in enabling the flow of essential goods such as pharmaceutical supplies, even as passenger traffic has been impacted significantly by COVID-19. CAAS congratulates dnata on the launch of the cool dollies at Changi Airport today

and commends them for continuing to invest in enhancing their capabilities during these challenging times. This is a good example of the spirit of innovation and collaboration that drives our aviation community to create more value for Changi's customers."

Law Chung Ming, director for Transport and Logistics, Enterprise Singapore (ESG), said: "Innovation in healthcare supply chain and logistics will be key in affirming Singapore's status as a connectivity hub to handle high value and sensitive cargo flows. dnata's partnership with local SME, Monzone, which provided the technical expertise for the development of Changi Airport's first cool dollies, is a testament of our ability to co-develop solutions to meet the region's growing pharmaceutical needs. We look forward to facilitating more collaborations between corporates and our local SMEs, to drive the adoption of innovative solutions."

Lim Ching Kiat, managing director, Air Hub Development, Changi Airport Group (CAG), said: "CAG congratulates dnata for the implementation of cool dolly services in Changi Airport. Pharmaceuticals and perishables shipments are highly sensitive to

temperature fluctuation and require stringent temperature control to maintain product effectiveness and freshness. The cool dolly services further enhance Singapore as a reliable and quality air hub for pharma and perishables products. Through close collaboration with our air cargo community, Changi Airport is committed to continuously develop our cold chain handling capabilities, providing shippers with the assurance of safe, reliable

and efficient air transportation for their special cargo. Changi currently features the largest IATA CEIV Pharma certified air cargo community in the Asia Pacific. Together with our community, we are preparing for the effective global air transportation of Covid-19 vaccines.”

dnata’s new equipment allows the company to transport temperature-sensitive cargo to the highest international standards. Providing temperature-controlled storage from

-18°C up to +25°C, the cool dollies mitigate the risk of temperature deviations and contamination. They have a closed structure with alarms on opening and closing, as well as alerts if temperatures fluctuate above acceptable ranges. As they are fitted with solar panels, the cool dollies are both environmentally friendly and autonomous. The units are also hygienic and easy to clean, which is an important consideration for pharma cargo.



POLICY

Cool Chain Association and International Air Transport Association sign MOU

CCA and IATA join forces to drive improvements in the quality, efficiency, and sustainability of the temperature-controlled supply chain

The Cool Chain Association (CCA) and the International Air Transport Association (IATA) have signed a Memorandum of Understanding (MOU) supporting the drive for the safe, sustainable transport of perishables and pharmaceuticals.

CCA and IATA have joined forces as part of a common goal to improve the quality of the temperature-controlled supply chain by sharing feedback, experiences, knowledge, and best practice.

They also plan to develop common work programs, including temporary task forces and round tables, for specific initiatives such as the transport of vaccines and life science products.

“Both CCA and IATA have a common interest in ensuring the secure handling and transport of perishables and pharmaceuticals using robust standards,” said **Nicola Caristo, CCA Secretary-General and Airline Partner Manager, SkyCell AG.**

“Through this agreement, we are establishing a formal basis of

collaboration to better assist the global industry to improve, as well as increasing sustainability and reducing waste.

“We will be working together to promote the implementation of methodologies and quality criteria such as the Center of Excellence for Independent Validators (CEIV) Fresh and Pharma programs.”

The initiative will see representatives of both organizations attending each other’s industry meetings as observers, to present best practice and communicate the results of ongoing projects such as the CCA’s data sharing trials.

As a first step, CCA yesterday (October 21st) took part in IATA’s webinar on the industry’s readiness for the transportation of vaccines and life science products led by Andrea Gruber, IATA Head of Special Cargo.

“Air cargo has been critical throughout this crisis in supporting medical staff on the front line fighting COVID-19 whilst ensuring that global supply chains are maintained for the

most time-sensitive products including medical and food supplies,” said **Glyn Hughes, IATA’s Global Head of Cargo.**

“With these experiences, it is evident that collaboration and alignment with industry initiatives are key elements that will transform the future of our industry. “This MOU between the CCA and IATA formalizes an ongoing collaboration between the two organizations with the aim of better assisting the industry in improving the quality of pharmaceutical and perishable consignment handling and transportation.”

CCA aims to reduce wastage and improve the quality, efficiency, and value of the temperature-sensitive supply chain by enabling collaboration and encouraging innovation among its members.

CCA members are planning a new series of data sharing tests, under a project called the LAX Initiative, to monitor perishable shipments on global trade lanes in a bid to improve supply chain management and reduce food loss.

CHAMP's TRAXON cargoHUB welcomes Qatar Airways Cargo as its newest member



CHAMP Cargosystems' **TRAXON** cargoHUB community and Qatar Airways Cargo have signed a partnership agreement to enhance the carrier's online bookings, offering a seamless experience to its customers through direct digital messaging.

TRAXON cargoHUB is a platform featuring one of the largest air cargo communities, with electronic access to over 100 airlines and 3,000 forwarders, operating from 9,000 branches worldwide. The platform will enable Qatar Airways Cargo to optimize the digitalization of its communication technologies. This partnership will improve the carrier's data quality and flow, regardless of system or data format, thereby resulting in higher productivity, efficiency, and lower costs.

The carrier will also be included in **TRAXON** Premium Tracking, CHAMP's end-to-end shipment tracking service. It leverages existing information flows to provide status

updates based on the air waybill (AWB) numbers requested. **TRAXON** Premium Tracking works regardless of whether you are the issuer or recipient of the air waybill. Therefore, it can also be used by shippers and import forwarders.

Qatar Airways Cargo has also joined **FREIGHT.AERO**, CHAMP's multicarrier booking portal, which is connected to 50+ airlines and empowers forwarders to do business online with multiple airlines through a single platform. Its unique strength lies in its direct connectivity through APIs and **TRAXON** cargoHUB to communicate seamless bookings via a simple online marketplace.

"Qatar Airways Cargo has an extensive global network," said **Guillaume Halleux, Chief Officer Cargo at Qatar Airways**. "To provide seamless online bookings to our customers in this age of digitalization, we require state-of-the-art solutions

and CHAMP's **TRAXON** cargoHUB community is the right tool for this purpose. We look forward to making it an integral part of our digital connectivity process."

"Cargo is going through an evolution of the digital communication," says **Laurent Jossa, Head of Sales – Distribution Services at CHAMP Cargosystems**. "**TRAXON** cargoHUB connects all links in the supply chain and is a trusted partner to guide the cargo community through this change. We are honored that one of the world's largest cargo carriers is now a part of our community."

Qatar Airways Cargo and CHAMP Cargosystems are both IATA Strategic Partners. Both companies pursue digitization projects with the wider air cargo industry, which includes various digital transaction initiatives in support of industry-wide adoption of e-freight processes.

CHAMP Cargosystems and Air Cargo Belgium have signed a Memorandum of Understanding (MoU) for the development of an innovation roadmap of the air cargo industry. The agreement is for an indefinite period.

The MoU outlines that CHAMP will be the preferred partner in the roll-out and testing of any new technologies and innovation created in the roadmap – furthering an already close relationship with the organization. In 2018, CHAMP joined Air Cargo Belgium, sharing its global air cargo IT insights as well as collaborating more closely with the members of the community.

“CHAMP is thrilled to support Air Cargo Belgium’s Innovation & Sustainability Steering group,” says Arnaud Lambert, CEO at CHAMP Cargosystems. “The technologies and innovations born of this partnership will not only benefit our two organizations – but also, the Belgian air cargo community and the industry as a whole.”

“We look forward to the positive cooperation with CHAMP in developing innovations in the industry,” says Geert Keirens, Director at Air Cargo Belgium. “In addition, the company will become a driving force in our Innovation & Sustainability Steering group.”

CHAMP Cargosystems and Air Cargo Belgium signed a Memorandum of Understanding (MoU)



CHAMP Cargosystems, the integrated IT solutions, and distribution services provider for the air cargo transport chain, today announces the appointment of Chris McDermott as CEO, effective 1 October 2020.

Chris McDermott, currently Vice President Passenger Solution

CHAMP Cargosystems appoints new CEO

Lines at SITA, is appointed CEO of CHAMP Cargosystems, a joint venture between SITA (51%) and Cargolux (49%). CHAMP has 500 employees, revenues of approximately \$55 million, and is a leading provider of IT solutions to the global air logistics transport industry including airlines, forwarders, and ground handlers.

“We are very happy to have a strong leader like Chris join as he brings a diverse industry background with a specialization in passenger airlines, telecommunications, and managing global operations,” states Barbara Dalibard, CEO of

SITA and Chairman of the Board of CHAMP. *She adds, “On behalf of the Board of CHAMP, I would also like to congratulate and share my gratitude for Arnaud Lambert, CEO of CHAMP Cargosystems for his 16 years of passionate and dedicated service to CHAMP, with the last six as CEO.”*

Chris replaces Arnaud Lambert, current CEO of CHAMP Cargosystems, who will be leaving as of 30 September 2020. Arnaud departs after 16 years of dedicated service with plans to challenge himself again in other industries, helping companies in their digital transformations.



Pay Cargo announces USD35 million investment led by insight partners

PayCargo, the leading payments network for the global supply chain industry, today announced a USD35 million investment led by global venture capital and private equity firm Insight Partners. PayCargo will use the capital to expand the global adoption of its electronic payments network and accelerate investments in its market-leading technology.

As COVID-19 has rapidly accelerated the adoption of electronic payments in the cargo market, the investment from Insight Partners comes at a

time where vendors and payors are forced to move away from legacy, paper-based processes. PayCargo's innovative, cloud-based solution has established a robust industry contactless payment ecosystem that enables payers to quickly and securely pay air and ocean carriers, maritime ports, ground handlers, freight forwarders, and customs brokers, amongst others. This allows for faster cargo release, elimination of inefficient manual processes and fees, improved transparency, cash flow management, as well as streamlined invoicing and accounts reconciliation.

"As the cargo industry rapidly shifts to electronic payments, PayCargo has established itself as the market-leading platform for doing business by successfully automating the payments process and ensuring efficiency for both payers and vendors," said Ryan Hinkle, Managing Director at Insight Partners, who will be joining PayCargo's Board of Directors. "We are excited to work with PayCargo to continue to scale its global payments network and through our Insight Onsite team of ScaleUp and operational experts, help bring additional resources to its impressive list of customers."

The investment comes as PayCargo is experiencing rapid growth across the global freight ecosystem.

Profitable since inception, PayCargo recorded over 80% transaction volume growth over the past year, as leading payers like Kuehne + Nagel, DHL, DB Schenker, BDP, Seko Logistics, UPS, YUSEN Logistics and vendors like Hapag-Lloyd, MSC, Ocean Network Express, Alliance Ground, Swissport, and AirFrance, launched and expanded usage of the platform. Additionally, PayCargo has helped process over \$2 Billion in payments in 2019 and is on track to process \$4 Billion in 2020.

PayCargo's industry partnerships with International Air Transport Association (IATA), Cargo Network Services (CNS), CHAMP Cargosystems, IBS, Accelya, Unisys, and Kale Logistics, and its next-generation API-integrations across the cargo-technology ecosystem have made it the payments partner of choice for forward-thinking leaders in the freight ecosystem.

"This investment will allow us to expand our network of customers and continue to make PayCargo the best place to transact electronically," said Eduardo Del Riego, Global Chief Executive Officer of PayCargo. "We are excited to continue supporting our customers and building new tools to achieve our mission of improving the speed and profitability of our freight customers' businesses."

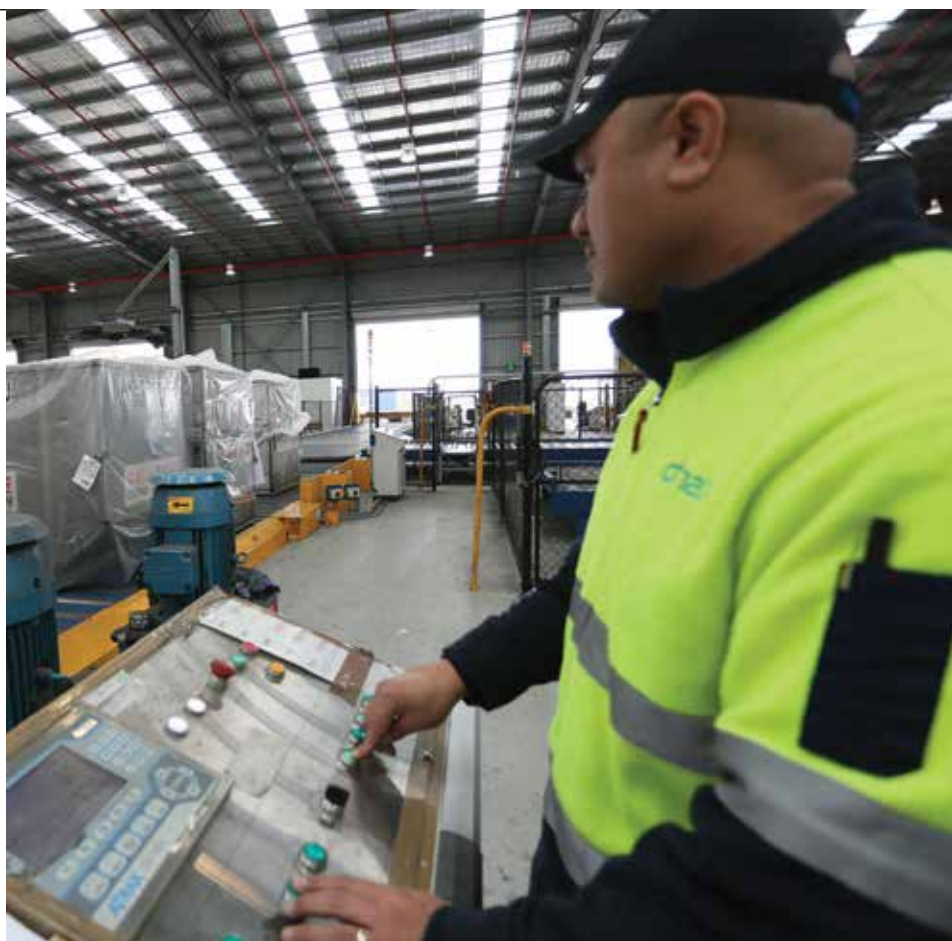
dnata goes live at six Australian Airports with Cloud Cargo management systems Hermes 5



dnata has gone live with Hermes Logistics Technologies (HLT)'s Cargo Management System (CMS) Hermes 5 (H5) at six airports across Australia.

H5 is a scalable CMS offered as a cloud-based Software as a Service, which streamlines cargo ground handling processes in the warehouse, and can be used with Artificial Intelligence and machine learning algorithms to optimize business and handling processes.

dnata now has H5 as part of HLT's New Generation (NG) suite of cargo management applications across



Hermes 5 events, combined with machine learning algorithms, can be used to optimize dnata's business and handling processes

its facilities in Melbourne, Sydney, Adelaide, Darwin, Perth, and Brisbane.

"H5 provides dnata with full performance control and removes infrastructure asset concerns," said Yuval Baruch, Chief Executive Officer, HLT.

"All of dnata's Cargo Management Systems at the six airports have been migrated into a single Hermes Digital Ecosystem, streamlining their services and unlocking opportunities for machine learning algorithms to provide insights on efficiencies, costs, and new services as part of HLT's NG Business Intelligence (BI)."

As well as BI, HLT's NG applications include machine learning, track and trace, and self-serve capabilities.

dnata now has a full data lake infrastructure capturing all cargo vents alongside standard messaging such as SITA.

Extensive H5 generated events populate a massive data lake and can

now be run through machine learning algorithms in the Hermes cloud to produce predictive models helping dnata to refine their cargo handling offering.

"dnata is proud to be the first cargo handler to drive digitalization at Australian airports with the latest Hermes version 5 (H5) Cloud Cargo Management System," said Terence Yong, Regional Cargo Development Director, Asia Pacific, dnata.

"The Hermes v5 technology will allow for improved oversight and service excellence, elevate data sharing with all our stakeholders in the air cargo ecosystem, and provide enhanced transparency across the cargo handling process."

Hermes NG's modules can be used on a pay-as-you-go basis, and as a cloud-based system, no extra IT infrastructure is required to host them, allowing for maximum flexibility and savings on capital expenditure.



CargoAi digitalization made easy

The founders of CargoAi come from the air cargo industry, and that sets them apart from the many e-booking platforms that are emerging. Digital transformation is no longer disruptive: it's already here. By combining their cargo experience with world-leading technology, the team of experts is facilitating our industry's transformation. Now digitalization is simplified and CargoAi proves it.

The idea developed by Matthieu Petot, CEO and founder of CargoAi, is clear: connect 100% of airlines and GSAs to freight forwarders by simplifying the entire process via an intuitive online platform. *"Forget about the traditional airfreight software that takes years of implementation and training – we have taken our inspiration from the many modern applications that have been built recently and the SaaS model where training, support, and the user journey is very intuitive,"* says **Matthieu Petot.**

CargoAi is the only platform

that allows freight forwarders to connect with 100% of airlines from every country in the world, either via direct API connections or a unique and efficient quote issuing/booking process. This innovation offers an enormous advantage: it is no longer necessary to make individual connections with each airline. And the application doesn't stop there! It is intuitive, modular, and offers fully tailor-made solutions to all airlines and freight forwarders (both large and small alike). Making connections is now possible, with or without a sophisticated IT system – and GSAs also benefit from bespoke solutions.

This level of simplification has

been made possible by the CargoAi team's proven experience of air cargo management: *"Through our experience in cargo, we saw that the buying and selling processes hadn't moved forward. We brought together the best talents, we combined their skills to create an online platform considering the obstacles of digitalization in our sector. We can then respond to the specific needs of air cargo stakeholders as closely as possible,"* adds **Matthieu Petot, CEO & founder.**

These talents include a former Solutions Architect at Amazon and Microsoft, Head of Product & Design at FCS Computer Systems, Transformation Leader at Air France-KLM and DB Schenker, and Global Head of Business Excellence at Dyson. Dozens of people with this level of expertise have now joined the CargoAi team at their HQ based in Singapore, the world's tech hotspot.

That is why CargoAi offers innovative digital solutions designed by air cargo people for air cargo people.

Drone Delivery Canada gets approval for commercial BVLOS drone delivery operations

Drone Delivery Canada (DDC) has received a Special Flight Operations Certificate (SFOC) from Transport Canada, issued October 16th, 2020, for Beyond Visual Line of Sight (BVLOS) commercial drone delivery for the Beausoleil First Nation (BFN) Covid-19 operations, previously announced June 4th, 2020.

BFN is currently utilizing the company's drone logistics solution to enable a defined two-way delivery flight route from/to BFN mainland to/from the BFN Christian Island using the Sparrow drone and its DroneSpotTM takeoff and landing zones. All operations will be conducted per the Canadian Aviation Regulations and Transport Canada flight authorizations.



Flights will be monitored by DDC using the company's proprietary FLYTE software system as a managed service.

Michael Zahra, president, and CEO of DDC said, "As a clear

leader in the drone delivery market, we are pleased to achieve yet another company milestone as we continue to shape the overall industry. We have been flying at BFN since September, and we are excited to be able to move to BVLOS operations, providing a more effective and efficient operation. This commercial Covid-19 operation, and this new SFOC approval, further demonstrate the commercial, healthcare, and advanced technological capabilities of our drone logistics solution. We are grateful to Transport Canada for their overall support of the industry, especially during the pandemic, and we are proud of the collaborative relationship we have built with them."

Nippon Express USA implements CHAMP's TRAXON cargoHUB

Nippon Express USA has implemented CHAMP's **TRAXON** cargoHUB for its digital data exchange. Nippon Express USA is the USA freight forwarding division of the Japan-based Nippon Express Group, which covers a broad range of businesses, such as air and sea transport, warehousing, and moving services, connected across the globe with locations in 37 countries.

TRAXON cargoHUB is a platform featuring one of the largest air cargo communities, with electronic access to over 100 airlines and 3,000 forwarders, operating from 9,000 branches

worldwide. By improving the data quality and completeness in the supply chain, **TRAXON** cargoHUB efficiently connects the entire global airfreight community, irrespective of their IT configuration or systems resulting in higher productivity, efficiency and lower costs.

*"We are pleased to include Nippon Express USA into the **TRAXON** cargoHUB community," says **Laurent Jossa, Head of Sales – Distribution Services at CHAMP Cargosystems.***

"Connecting its massive network of transport and logistics services will be a benefit for them, as well as the wider air cargo community."



*"As our corporate mission is to continually improve our services and standardization, **TRAXON** cargoHUB fulfills that mission," says Akihiro Higashiyama, Vice President*

at Nippon Express USA. "Being part of a community, like the one CHAMP provides, is a key to staying connected to the rest of the supply chain."

Drone Delivery Canada

successfully tests the Condor drone

Drone Delivery Canada successfully tests the Condor drone at the Alma, Quebec Unmanned Aerial System Centre of Excellence. On September 1, 2020, DDC had announced successful testing of numerous critical aspects of the Condor, including triple-redundant communications system (satellite, cellular, 900MHz RF); triple-redundant navigational guidance system; triple-redundant autopilot system; monitoring of unmanned flights remotely from DDC's Operations Control Centre in Vaughan, Ontario; general flight stability and performance; and fuel consumption characteristics.



The drone technology company tested many of these aspects again in October, in addition to numerous other attributes of the Condor: multiple unique flying patterns, multiple velocity vectors, and altitude profiles, sound pressure levels, engine tuning characteristics, maintenance procedures, logging of flight data, and extended endurance testing in varying environmental conditions.

DDC expects to complete further Condor testing in Q4 2020 in preparation for commercialization. Under proposed Transport Canada

regulations, the Condor would not require a formal aircraft type-certification when operated in specific lower-risk (remote) locations, as is intended. Commercialization in support of Covid-19 related activities and also remote area deliveries would commence for 2021 projects once DDC has completed testing. Flight approvals would be requested through Transport Canada following the straightforward and well-established Special Flight Operations Certificate (SFOC) process that DDC has successfully used in the past. DDC currently has three Condor aircraft, one of which is being prepared

for future commercial customer operations.

The Condor is currently the company's largest drone with an expected range of 200km (124mi) and a payload capacity of 180kg (396lb) and is fully integrated with the Company's patented FLYTE software system. The turnkey solution is marketed in a managed service SaaS business model in Canada and as a licensed managed service internationally.

Michael Zahra, president and CEO of DDC said, "We are very pleased with the ongoing successful testing of our Condor delivery drone. We continue to make favourable progress with the Robin XL as well. The Sparrow, Robin XL, and Condor all have unique use-case applications based on range and payload capabilities, and we are excited to have the two additional models coming to market. Robin XL and Condor pre-selling efforts are underway and the market response has been very favourable in Canada and internationally, and we are working on a number of specific prospective opportunities for both."

Volansi

launches drone delivery programme to deliver medicines in North Carolina



American UAV logistics company Volansi has launched a commercial healthcare drone delivery programme in rural North Carolina. The company known to use VTOL drones for middle-mile drone delivery is collaborating with Merck to pilot the delivery of cold chain medicines from Merck's Wilson, N.C. manufacturing site to Vidant Healthplex-Wilson, a Vidant Health clinic. It will be the first of three phases in the project which has been undertaken to understand the benefit of drone technology to improve access to healthcare.

In 29 counties, North Carolina has around 1.4 million people and the rural landscape makes it difficult for timely medical aid to reach the patients, stressing the importance of

the program. *"We've seen the world's supply chain strained like never before from the impact of Coronavirus,"* said **Hannan Parvizian, CEO and co-founder of Volansi**. He added, *"There's now an accelerated need for rapid advancements in supply chain technology, especially in healthcare. Drone delivery is one solution to getting critical supplies where they are needed, at the moment they are needed most."*

The project utilizes Volansi's VOLY C10, an all-electric drone capable of carrying 10-pounds of cargo to locations up to 50 miles away. The VOLY C10's vertical take-off and landing (VTOL) system allow it to deliver fragile cargo with a "soft touch" automated release once the drone has landed at the delivery

location. The system also requires minimal infrastructure to operate and is also capable of delivering on the returning flight items to support order confirmation like temperature trackers and shipping confirmation.

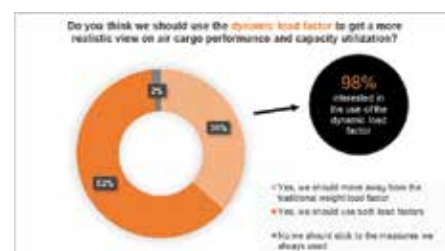
"As a healthcare leader, Merck is very supportive of collaborations using new technologies to explore how one day we could help better serve the healthcare community. Our existing distribution system is strong, and this pilot helps us explore new innovative delivery options that would complement our existing supply chain capabilities," said **Craig Kennedy, senior vice president, Global Supply Chain Management, Merck**.

"At Vidant Health, innovation and collaboration help us increase access to care and meet our mission to improve health and well-being across eastern North Carolina," said **Brian Floyd, chief operating officer, Vidant**. He added, *"This project with Merck and Volansi is the beginning of an exciting endeavor to explore additional ways we can meet the unique needs of those we serve."*

While Volansi has launched the programme, they are ensuring that all the state and federal guidelines are followed by collaborating with the Federal Aviation Administrations in its Unmanned Aircraft System Integration Pilot Programme and the North Carolina Department of Transportation. They are also already seeking necessary permissions for the second and third phases of the project.

Interestingly, this isn't the first time that Volansi has collaborated with Merck, as they have also helped deliver temperature-sensitive medicine in the Bahamas and Puerto Rico. Highlighting that the future of healthcare lies in drone logistics, Parvizian in a Volansi blog post added, *"I believe that drone delivery is a key solution for getting critical supplies whenever and wherever they are needed."* He also said that the programme will help them understand how the supply chains can be made more flexible and responsive, especially because of the Covid-19 pandemic, which has emphasized the need for rapid advancements in supply chain technology.

TIACA Calls for the Use of the Dynamic Load Factor Methodology to Measure Air Cargo Performance



Dynamic load factor versus weight load factor

The International Air Cargo Association (TIACA) is joining CLIVE Data Services (CLIVE), an air cargo data company, in a call for the air cargo industry to adopt the dynamic load factor methodology as the industry standard for measuring the utilization of air cargo capacity.

Introduced in 2019 by CLIVE, the dynamic load factor methodology measures how full an aircraft is by considering both freight volume and weight. CLIVE and TIACA consider this as a major improvement compared to the traditional weight-based load factors which are misleading and paint an unnecessarily negative image of the airfreight industry. The reason is that, in most cases, the space in an aircraft runs out before reaching its maximum weight capacity. It is due to aircraft's higher capacity density (calculated as available kg per cubic meter) than the average density of the goods moved by air.

Using the industry's traditional way of measuring load factors solely by weight, the average load factor for

September 2020 was 47%, according to CLIVE. However, the same data from airlines calculated taking into account both weight and volume reveals a more accurate and realistic dynamic load factor of 70%.

Steven Polmans, Chair of TIACA's Board of Directors, is leading the call for change: "So many business decisions in the air cargo industry are influenced by the perceptions of cargo load factors which do not show the true figures. Adopting the dynamic load factor will enable cargo professionals and stakeholders to make informed decisions based on timely and more accurate data."

Beyond the proof of data, there is growing industry support for this new cargo capacity measurement. A recent TIACA survey that gathered feedback from over 80 members attending the association's Economics4Cargo webinar revealed a 98% support for the dynamic load factor methodology.

TIACA will continue working with CLIVE to bring regular dynamic load factor-based analysis to its

members. In addition to the regular Economics4Cargo webinars offered to TIACA members since summer 2020, CLIVE will now be delivering a monthly detailed lane analysis, based on prime markets to and from North America, Europe, Asia Pacific, Latin America, Africa, and the Middle East.

"We welcome TIACA's support and our growing collaboration with the association's members to deliver the most insightful air cargo market analysis. Our dynamic load factor reflects the reality of air cargo capacity utilization. Looking only at weight-based load factors is not enough anymore and can lead stakeholders to wrong conclusions. We must establish a common benchmark on the utilization of air cargo capacity, particularly if airlines want forwarders and shippers to understand why rates behave as they do. It is otherwise difficult to explain why rates are spiking when the traditional load factor measurement suggests aircraft are operating only half-empty," added **CLIVE's Managing Director, Niall van de Wouw**.

Female Leaders in Logistics are Rated higher than their male counterparts according to New Research by Novosensus

Women score higher on six out of seven leadership competencies in a unique global survey of over 1800 supply chain professionals

Female leaders are rated higher than their male counterparts in the logistics industry, according to a survey of over 1800 supply chain professionals undertaken by organizational development company Novosensus.

The unique research reveals that, while only 13% of senior leaders in logistics are female, women score higher on six out of seven leadership competencies.

These include being empathetic, giving clearer direction and more constructive feedback, being more trustworthy, and enabling their people to feel confident.

"Female leadership is not soft, and not only about empathy," said **Henrik Kofod-Hansen, Co-founder, Novosensus**.

"Female leaders offer a full range of competencies that bring their organizations forward and create results. "Gender Equality is a strategic business issue, not a nice-to-have Corporate Social Responsibility project. "We need to be concrete about accelerating female talent into leadership positions, not with quotas, but by realizing the business opportunities inequality, diversity of thought, and inclusive behaviors."

The findings, released in a new Novosensus White Paper on How Gender Balance Makes Business Better, also highlight the challenges faced by women in the logistics industry.

Female respondents rated their employees' experience 10% lower than men's and felt they are not treated equally, rating their experience of their leaders 19% lower than men.

"The research is clear – Gender Equality makes organizations and businesses better," said **Kofod-**

Hansen. "Cultures become more open, creativity flourishes, collaboration is better and performance is higher. "But most organizations are far from having a balance and they struggle with absurdly imbalanced workforces. "We need to make equality, diversity, and inclusion of the new normal."

Novosensus quizzed over 1800 leaders from the supply chain



management, shipping, logistics, and forwarding industries, asking them to rate their experiences about leadership, experience at work, and experience of their leaders for the research.

Singapore-based Novosensus works with companies worldwide to drive organizational change, team development, and leadership growth through training, coaching, and business consultancy.

CARGONEWSWIRE.COM

world's leading air cargo publication

For advertising queries please contact: sales.cargonewswire@gmail.com



cargonewswire1



cargonewswire1



cargonewswire1



cargonewswire1



MIA adds more medical cargo muscle from Brussels

DHL subsidiary starts five weekly flights from leading European hub for meds and vaccines

As preparations for distribution of a COVID-19 vaccine continue worldwide, Miami International Airport welcomed on October 1 the launch of more all-cargo flights from Brussels, Belgium - Europe's leading hub for handling temperature-sensitive pharmaceutical (pharma) products such as vaccines. European Air Transport (EAT) Leipzig, a wholly-owned subsidiary of Deutsche Post DHL Group, began five weekly flights with Airbus A330-200F aircraft capable of carrying 65 tons per flight.

EAT Leipzig's new Brussels service follows launches by DHL Express and Amerijet, which began cargo flights between Brussels and MIA in March and April, respectively. Combined, the airlines now provide 13 weekly flights between the two pharma hubs. Brussels Airport and MIA were the first two airports in the world designated as Pharma Hub Airports by the International Air Transport Association (IATA), and have been working on expanding their shared pharma route for the past decade. IATA's Pharma Certification Program certifies that pharma products are transported under global best practices.

Last year, MIA handled a total of \$3.7 billion in pharma imports and exports, with Belgium ranking as one of MIA's top 10 trade partners for pharma imports at \$12.7 million. Belgium was also responsible for \$30.9 million in pharma exports. Additionally, with 18% of MIA's pharma imports coming from Europe and 80% of MIA's exports going to Latin America and the Caribbean by volume, the new Miami-Brussels cargo flights add more muscle to MIA's already strong connections with its U.S., European, Latin American and Caribbean markets.

MIA also continues to be America's busiest airport for international freight, handling 1.9 million tons in 2019.

"We proudly welcome EAT Leipzig to MIA, and the significant capacity it brings to our network of European cargo service. Air cargo has never been more essential to the wellbeing of our community and our country than during this global crisis. As the busiest international freight airport in the U.S., MIA is uniquely positioned to quickly receive and transport life-saving pharma products, vaccines, and medical supplies to markets around the world," **Lester Sola, MIA Director, and CEO.**



Zhukovsky International Airport cargo handler ZIA Cargo JSC has completed the RA-3 certification process making it easier for airlines to transport cargo to the European Union (EU).

All cargo intended for or traveling through the EU must be transported along a verified and approved supply chain, which is achieved by obtaining the status of ACC3 (air cargo carrier third country). In most cases, the airlines themselves are responsible for issuing this certificate regarding a specific airport.

The presence of the RA-3 status means that all air carriers will be able to use the right to transport cargo to EU countries, allowing all airlines to freely conduct operations through ZIA Cargo.

"This certificate confirms that all the required inspection methods have been professionally applied to the shipments serviced by ZIA CARGO JSC, ensuring compliance with the EU security procedures for any type of cargo," the handler said.

Moscow's ZIA Cargo achieves RA-3 certification

"This is already enough for organizing charter cargo transportation. The work with busiest regular lines (including passenger) is also extremely simplified: relying on ZIA CARGO as an acting RA-3 agent, the airline can obtain permanent ACC3 status as soon as possible, without carrying out a complex audit."

ZIA CARGO JSC general director Evgeny Solodilin said: *"It is extremely important that we were able to go through this procedure at the first try, in a short time from the opening of the cargo terminal. "From a practical point of view, this will allow us to significantly expand the international transit potential of Zhukovsky CARGO. We hope to become more attractive partners not only for Russian but also for foreign carriers. This will be important not only*

for freight airlines but also to such aviation partners as Ural Airlines and any other airline.

"After the current restrictions will be lifted, the airport's route network will be able to provide significant cargo capacities to the European direction, and the additional loading of passenger aircraft with commercial cargo will increase profitability. It will become an effective way out of the current crisis."

It is not the only cargo development at the airport this year. In July, a new cargo terminal was opened at the airport.

Since June, the airport's main cargo carrier, Sky Gates, has operated 60 flights on the Frankfurt Hann — Zhukovsky and Zhukovsky — Zhengzhou routes.

Fraport Develops Innovative Data Exchange Platform “FRA-OS” for Cargo Handling at Frankfurt Airport

The new digital platform will standardize, simplify and speed up customs and import processes at FRA from 2021 – Project will further strengthen Frankfurt Airport’s position as Europe’s leading cargo hub – Freight operations to become even quicker and more efficient in the future

Fraport AG is developing an innovative digital data exchange platform for freight handling at Frankfurt Airport. The project is carried out in cooperation with the Freight Unit of the German Customs Office, the Freight Forwarding and Logistics Association of Hesse/Rhineland-Palatinate (SLV), the Association of Air Cargo Handlers in Germany (VACAD), as well as DAKOSY AG and other partners from the cargo community at Frankfurt Airport. The new platform, “FRA-OS”, will serve as a digital marketplace providing numerous applications for process optimization.

Following a year of preparation headed by Fraport, SLV, and VACAD as well as initial investments by these parties, the first element of the project is now being implemented. Together with the German software company DAKOSY, Fraport AG is investing in the development of the digital import platform “FRA-OS Import”. This platform will help standardize, simplify and speed up customs and import processes at Frankfurt Airport. “FRA-OS Import” automates the data exchange between all parties involved in the import processes. This will facilitate even complex customs procedures, including those which in the near future will be required for the presentation of goods for customs clearance. For example, the system will be able to support the risk assessment of goods to be imported. Moreover, the platform can provide shipment-related information on every single step along the import process at the airport. This will allow customs applications to be submitted earlier and with greater



precision, than is currently the case, hence speeding up the entire import process.

Max Philipp Conrady, Head of Cargo Infrastructure and Development at Fraport AG, said: “We expect the new import platform to result in even smoother and more reliable processes. We aim to make work easier for our on-site partners. In particular, we expect the import platform to deliver significant benefits regarding the presentation of goods for customs clearance.”

In developing the platform, the project partners are building on the established and successful digital infrastructure at FRA. Frankfurt Airport already has one of the best digital freight infrastructures in the world. “FRA-OS Import” will be ready for use before the end of 2021. With this move, Frankfurt Airport is pressing ahead with the digitalization of its freight business and reinforcing its position as Europe’s leading cargo hub.

Another notable development is that, in the future, goods may be presented for clearance at all customs storage

facilities across Frankfurt Airport’s defined customs area. This will shorten and optimize the handling and clearance processes, particularly for consolidated shipments, which are becoming ever more important due to growing e-commerce demand. In conjunction with the new regulation, the import platform will simplify the import process for consolidated shipments – under the condition that shippers and airlines provide detailed data.

In recent months, Frankfurt Airport has proven to be a vital hub for cargo shipment and distribution during what is the most serious crisis of the aviation industry. Thanks to strong cooperation, the cargo community has maintained the flow of goods during these difficult times, with freight volumes partially even exceeding the previous year’s levels.

Given the importance of airfreight for global supply chains and the systemic relevance of airfreight services in times of crisis, Fraport remains committed to continually and sustainably enhancing the cargo infrastructure at Frankfurt Airport.



Copenhagen Airport

relies on freighter capacity to develop as “airfreight gateway to Scandinavia”

Copenhagen Airport (CPH) has revealed that continuous ‘freighter’ operations have helped it to establish itself as an “airfreight gateway to Scandinavia” after the bulk of its cargo capacity — bellyhold — was cut at the onset of the pandemic.

“Looking back to February this year, the majority of airfreight in and out CPH was transported in the belly of passenger aircraft,” the hub said. “By the middle of March, most routes [serving the hub] were on a temporary break, and in a matter of a few weeks the widebody cargo capacity to and from Copenhagen dropped to almost nothing.”

Carriers operating at CPH include SAS, Qatar Airways, Singapore Airlines, Thai Airways, Air China, and Air Canada.

CPH said that over the summer, air cargo capacity has “steadily increased”

due to airlines resuming passenger services, as well as maintaining their freighter operations.

By the end of September this year, CPH had processed almost 70% of the cargo volumes in the same period of 2019 at just above 50% of the capacity.

The hub said it saw an increase in pharmaceuticals handled at the hub, as well as fresh salmon and PPE.

In addition, CPH said there has been significant growth in the e-commerce sector during the pandemic, with “increasing tonnages for airlines such as DHL Aviation, FedEx Express, and UPS — a trend which has been seen in CPH”.

CPH air cargo manager Lars Gotfredsen, commented: “From the beginning of Covid-19, several Asian, Middle Eastern and North American airlines have shown a strong commitment

to CPH by offering several weekly frequencies carrying cargo only. Our entire region and industry heavily rely on these prime carriers to transport much-needed products such as PPE, pharmaceuticals, foods, and machinery parts.”

He continued: “In close cooperation with the airlines, we have managed to uphold some of the most important trade lanes to and from Denmark, and we thank our airline partners for choosing CPH as their main air freight gateway to Scandinavia.”

Looking forward, CPH said its cargo team remains “optimistic in these difficult times”. “Whilst we may not see the same 345,000 tonnes of cargo volume that we had in 2019 this year, we continue to work with our partners to keep developing this vital part of the Airport and Denmark’s infrastructural links and capacity,” the company said.

Qatar Airways Cargo

Signs Agreement with SkyCell for Hybrid Pharma Containers

- With a strong focus on sustainability, these containers reduce a shipment's carbon footprint by up to 50%
- Investment in these containers will also enable the airline to support global vaccination logistic plans, once the COVID-19 vaccine is ready

Qatar Airways Cargo and SkyCell have signed an agreement to lease SkyCell containers. The addition of these temperature-controlled hybrid containers will provide the cargo carrier's customers the choice of a wide range of containers in which to transport their pharmaceuticals across its extensive global network.

Qatar **Airways' Chief Officer Cargo, Mr. Guillaume Halleux**, said: "The logistics around pharmaceutical transportation is complex and being at

the forefront of time and temperature-sensitive transportation, we understand the intricacies of a seamless cool chain. Through this agreement with SkyCell, we are glad to expand our container offering under QR Pharma and present customers with more options to transport their sensitive products. The hybrid container establishes an entirely new product offering for our clients that is both safe and sustainable for our businesses and the planet."

Chiara Venuti, Director of Business Development and Airline Partnerships at SkyCell said: "Qatar Airways Cargo is a leading air cargo carrier with a specialized pharmaceutical offering and an extensive network. The cooperation will meet the growing demand for hybrid containers as safe and sustainable pharma solutions for sensitive and critical drugs such as vaccines."

All SkyCell containers are 100% recyclable, helping to eliminate landfill by preventing product waste and reduce a shipment's carbon footprint by up to 50% due to their capability to charge independently of an external power supply, without the requirement of dry ice and manual intervention. SkyCell's hybrid containers are IoT ('Internet of Things') enabled, meaning that their temperature conditions are monitored as they move around the globe to ensure temperature-sensitive pharmaceuticals are protected even under extreme conditions. With their efficient insulation and cutting-edge cooling technology, the containers can maintain steady temperatures for up to 202 hours (8.4 days) and self-recharge automatically in a cooling chamber or reefer truck.

QR Pharma is Qatar Airways Cargo's specialist product developed for pharmaceuticals and healthcare



cargo. It offers both active solutions to maintain a consistent temperature throughout the transportation chain as well as passive solutions that handle products within a desired temperature band during all stages of the journey.

Sustainability is one of the key priorities on the cargo carrier's agenda and an important chapter that is part of its ongoing We Qare project. The project is built on the four fundamental pillars of sustainability that include economic, social, cultural, and environmental dimensions.

With the addition of SkyCell's hybrid container to its existing range of pharma container offering, customers now have an extensive choice when deciding how to transport their pharmaceutical products. This option will also bring clients a step closer to meeting their sustainability goals while maintaining high standards of safety for their pharmaceutical cargo.

The significant investments in these hybrid containers and cold chain management are part of the cargo carrier's strategy and commitment to improving and enhancing its product offering for the benefit of the pharmaceutical industry globally. With these investments, the airline is also preparing to support the logistics around the global vaccination plans, once the COVID-19 vaccine is ready.

As an industry leader, the cargo carrier ensures the fastest transfer at Doha through its unique Quick Ramp Transfer (QRT). It is the only cargo carrier in the Middle East to offer refrigerated or 'reefer' truck services for ramp transfers at its home hub.

Qatar Airways Cargo has invested considerably in quality handling, infrastructure, facilities, people, and procedures at each of its pharma stations, which span over 77 destinations, with the recent addition of Osaka (Japan), Campinas, Brazil (VCP), Santiago, Chile (SCL) and Bogotá, Colombia.

The cargo carrier's QR Pharma volumes have grown by 14.5 percent in 2019 over 2018. This new partnership between SkyCell and QR Pharma has set in motion a new period of growth for its clients and the future of the pharmaceutical transport industry.

Air Partner Expands its Freight Services in Asia Pac

Air Partner, a leader in global private charter and freight aviation solutions, has announced that it will be further expanding its team and product range throughout the Asia Pacific region from the **Air Partner** office based in Marina Bay, Singapore. The Singapore office was established in summer 2019 and, after early success, was a key player for **Air Partner** in facilitating the freight charter of personal protective equipment (PPE) following the unprecedented demand earlier this year.

Air Partner is slowly seeing increased activity now in non-PPE movements, corresponding to the gradual industrial recovery since Covid-19 restrictions have begun to ease, and is also looking forward towards peak cargo charter season as production lines begin to build up towards Christmas.

The expansion has been overseen by **Mike Hill**, **Air Partner** Director of Freight, who joined the business in 2007 to establish the freight department in Germany, and has now relocated to Singapore to strengthen **Air Partner's** presence in the region with his experience in building freight business in new markets. "We've worked hard during the last 12 months to build trust with our new client base and to export the **Air Partner** experience and service excellence into the Asia Pacific region. Our dedication to detail has ensured the smooth running of our client's freight operations during the most challenging times of the PPE peak. Alongside this, we've provided solutions for disrupted supply lines in oil and gas, aerospace and e-commerce on some very time-critical projects."

The unprecedented demand for PPE globally has seen **Air Partner** most active in the major trade lanes between Asia/USA and Asia/Europe with PPE cargo charter flights on both freighters

and passenger freighters. "Enabling the vital supply of PPE and other hygiene products has naturally been the major focus for us this year", says **Mike Hill**. "During the high demand period for PPE, our Singapore office was critical for **Air Partner** freight globally, in not only serving their local clients but sourcing operator capacity for the group from the region, as well as coordinating local arrangements on the ground in Singapore, Malaysia, Vietnam, and China for the hundreds of flights we operated into the US and Europe from April through July."

Air Partner sees significant opportunities for future growth in the Asia Pacific region. The Covid-19 pandemic has provided opportunities in the region, as manufacturing hubs have begun to re-open after localized lockdowns and business suspensions. "Going forward we will be working alongside our valued freight forwarders clients to further build on these new relationships. Onboard Courier Freight (OBC) activity is now getting back on its feet, as more commercial flight routes are opening up and I am excited to see the green shoots of recovery in OBC since the Covid hiatus." **Mike** continues. "We're looking forward to supporting existing and prospective clients in the region with the full suite of **Air Partner** products."

"The last few months have emphasized the importance of reliability in time-critical freight operations and consistency in supply lines, and we're confident our team in Singapore can help partners meet every freight challenge, from the ordinary to the extraordinary." The office in Singapore was originally set up as a freight office, but will now begin to provide the full range of **Air Partner's** service offering, including private jet hire, a group charter, and services supplied by **Air Partner's** Safety & Security division, comprised of Baines Simmons and Redline Assured Security.



OTÁVIO MENEGUETTE becomes Latam Cargo Brazil's New Vice President

Airlines Group in 2015, initially working in cargo planning and commercial areas. Since 2019, he had been LATAM Cargo Brazil's Operations VP.

Otávio has a degree from the Federal University of Espírito Santo (Ufes), a postgraduate degree in Finance from Fundação Instituto de Administração (FIA), and another one in Business Management from Fundação Dom Cabral (FDC). The executive has worked for large corporations such as Suzano Papel & Celulose and Votorantim Cimentos. He also has over 13 years of professional experience with direct performance in Commercial Strategy, Logistics, Supply Chain, and New Business Development.

LATAM Airlines Group informs that Otávio Meneguette is LATAM Cargo Brazil's Vice President, responsible for leading the company's air cargo business strategy in the Brazilian market. Otávio joined LATAM

"I am motivated by this new challenge and excited to follow up on this great moment for our cargo business. LATAM Cargo is a reference for the sector in terms of operation and is also very important for our sustainability as a Group. We will continue working to identify opportunities, enable new businesses and offer innovations to all customers who trust our network's connectivity and our excellence in logistics", states
Otávio Meneguette.

LATAM wishes LATAM Cargo Brazil's new Vice President's success as he replaces Diogo Elias, recently appointed as Sales and Marketing Director for LATAM Airlines Brazil.

Drew takes over cargo top job at Etihad



Etihad Aviation Group (EAG) has promoted Martin Drew to the role of managing director – cargo and logistics.

Responsible for the entire Etihad Cargo business, as well as Etihad Secure Logistics, Drew will report directly to Etihad Aviation Group chief commercial officer, Robin Kamark.

With more than 20 years' experience in the industry, Drew has been with Etihad for more than 15 years, working across various senior positions.

"Martin has a vast amount of cargo and passenger management experience and brings strategic and tactical leadership skills to support the continued growth of our cargo business," said Kamark. "Following the

significant success of our cargo division over the past two years, I am confident Martin will oversee a new era of success for Etihad Cargo and Etihad Secure Logistics."

Drew most recently headed Etihad Airways' global sales organisation across Europe and Americas, and previously served as vice president cargo at Jet Airways, after nine years with Etihad Cargo where he held various senior positions between 2005 and 2014.

Drew will assume the role from November 1, 2020, and will be based at Etihad's global headquarters in Abu Dhabi, the UAE capital.

He replaces Abdulla Mohamed Shadid, who took over the role in March 2018 from David Kerr.

Kirsten de Bruijn joins Qatar Airways Cargo



An air cargo veteran with 13 years of experience in management in the air cargo industry, she

shares Qatar Airways belief that the pace of change brought about by recent global events demands value-centered leadership around revenue and margin management: “The COVID-19 crisis has accelerated the need for flexibility and agility. It has also a fast-tracked demand for digitalization. Optimizing the utilization of freighters, the network, pricing, and processes will mean embracing digital as the central vector of change. Qatar Airways is a world leader in this space and our ability to constantly adapt and adjust will continue to be part of the fundamental

premise of our air cargo strategy,” said **Guillaume Halleux, Chief Officer Cargo at Qatar Airways.**

According to **Guillaume Halleux**, Kirsten was the obvious choice: “We share the same vision of the industry and Kirsten perfectly understands the sector’s demands – as well as its volatility and its extremely competitive nature. She is able to challenge existing processes thanks to her customer-focused vision and extremely high standards. She is a major asset to the airline.”

According to Kirsten, “Air cargo is probably one of the most competitive industries out there. It means you have to find ways to avoid being commoditized and you have to think globally – to constantly be aware of the speed with which technology is changing how we do business. Qatar Airways Cargo represents the cutting edge of change in the global air cargo market. I want to be a part of that movement. Part of my role is to build a sense of team spirit and collective purpose. I like to hire people that are better at what they do than I am, so I can create the best team possible.”

With Kirsten on board, Qatar Airways Cargo is well-positioned to capitalize on its ambitious growth strategy as it strives to expand its leadership in the global air freight market.

SERVICES/ULD

Over 25,000 Unilode ULDs flying digital!

Unilode has hit the milestone of 25,000 digital ULDs in its fleet and 300 readers in their network. The ULD management company is also on track to have 40,000 units equipped with Bluetooth tags by the end of this year, according to their latest LinkedIn post.

The tags are able to transmit data on the geolocation of the aviation containers and pallets, in addition to providing other relevant information on the cargo, including temperature,

humidity, shock, light, and pressure.

Unilode’s entire fleet of 140,000 ULDs is expected to be digitised within the next 18 months and will be by far the largest digital ULD fleet in the industry. The smart sensors installed in Unilode’s ULDs provide valuable data on the location and condition of the cargo.

With the increased demand in the temperature-controlled supply chain, the possibility of temperature monitoring will become more and more important.



SkyTeam Cargo appoints **Omar Hariri** as chairperson



SkyTeam Cargo, the largest alliance in the air cargo industry, has announced the appointment of **Omar Hariri as the new chairman of its Executive Board.**

Hariri, concurrently the CEO of both Saudi Airlines Cargo Company (Saudia Cargo) and Saudi Arabian Logistics Company (SAL), replaces Shawn Cole, VP Cargo of Delta Airlines, who held the position for three years.

The Executive Board of SkyTeam Cargo Alliance, which is made up of top executives from the group's 12-member cargo airlines, endorsed Hariri's new role during their latest meeting.

Commenting on his new role as the Chairman of the SkyTeam Cargo Alliance Executive Board, Hariri said: "It will be an honor chairing the executive board of SkyTeam Cargo, the largest alliance in the cargo industry accounting for nearly 20% of the global air cargo movement. SkyTeam Cargo with its two decades of formulation has come a long way and with its 12-member airlines reaching every corner of the globe, enjoys a vast geographic reach and connectivity between the east and west and vice versa."

"I would like to thank Shawn for his contributions during the last three years and SkyTeam Cargo Alliance and its

members for giving me this opportunity. Moving forward, we will continue focusing on actively promoting and strengthening the alliance between the members and at the same time focusing on enhancing our technologically driven operational and network capability to ensure an outclass experience for our customers. With the growing demand for pharma and e-commerce, we aim to continue exploring new markets while enhancing connectivity and efficient deliveries, further growing and strengthening the core business of our 12-member airlines."

Hariri joined Saudi Arabian Airlines Cargo (Saudia Cargo) as CEO in February 2018, bringing with him extensive experience in air freight and logistics management from his diversified roles at DHL Express and FedEx Express.

He has a Master of Science Degree in Procurement Logistics and Supply Chain Management from the University of Salford's Business School in Manchester, United Kingdom.

"It has been a pleasure serving as chairman of the cargo executive board," **Shawn Cole, Vice President of Delta Cargo**, commented. "During my time as chairman, we focused on building connectivity, sourcing with economies of scale, and connecting with our customers. Our true character was revealed in the face of the many unprecedented challenges brought upon us by COVID-19. I know that Omar Hariri will serve our alliance well as we continue to navigate through the crisis, rebuild network connectivity, and contribute to support the transportation of vaccines".

Saudia Cargo is the latest member of SkyTeam Cargo joining in April of 2019. The group, which marked its 20th anniversary last September, also counts Aeroflot Cargo, Aerolíneas Argentinas Cargo, Aeromexico Cargo, Air France-KLM Cargo, Alitalia Cargo, China Airlines Cargo, China Cargo Airlines, Czech Airlines Cargo, Delta Cargo, and Korean Air Cargo as members.

Collectively, the alliance of 12 member airlines working together with more than 3,337 aircraft including 63 full freighters to 159 destinations countries.

SUBSCRIBE

PRINT EDITION plus DIGITAL @\$US99



CARGO NEWSWIRE

world's leading air cargo publication

Cargo Newswire is the ultimate authority for news, trends and analysis of the air logistics and freight transport industry. Its print, digital and web portal is the complete resource for airfreight and cargo industry professionals.

Cargo Newswire is the leading monthly Cargo magazine. Through its publication, website and social media channels, the magazine provides inspiration and information news to over 100,000 premium readers and equal numbers on the digital platform

www.cargonewswire is fast establishing itself as the leading online information source for freight forwarders, airlines, airports, cargo handlers, express operators and sales agents. Each day it is uploaded with the latest news from around the globe providing professionals with real-time access to the issues and events affecting their businesses. Cargo Newswire is also instantly available on Facebook, Twitter and LinkedIn.



Amazing Subscription Offers

GET YOUR COPY OF CARGO NEWSWIRE DELIVERED FREE TO YOUR DOOR BEFORE IT HITS THE SHOPS + FREE ACCESS TO THE IPAD + IPHONE EDITIONS!

PRINT + DIGITAL

Get 1 year of issues for \$99 (including FREE delivery plus FREE digital editions on all devices)

HOW TO SUBSCRIBE

online: www.cargonewswire.com / call - +91 124 4000 704

All Payments in favour of Profiles Media Network Pvt Ltd.

Contact: **Studio 9 Productions** - 502, Jeevan Tara Apartments, Sector 43, GH 7, Gurugram - 122009, India



RAISING THE BAR

WELCOME TO SMARTIST, OUR NEW HIGH-TECH FACILITY IN ISTANBUL - THE LOGISTICS CENTRE OF THE WORLD. WE'RE ALSO RAISING THE BAR FOR ENVIRONMENTAL RESPONSIBILITY AND CUSTOMER-FOCUS, MOVING TOWARDS OUR GOAL OF BECOMING THE WORLD'S LEADING AIR CARGO BRAND.



TURKISH CARGO