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EDITOR'S NOTES

China's Smart Cargo Revolution: Redefining the Future of Global Air Freight

The Intelligence Advantage: How China Is Redefining Global Air Cargo Through Smart Logistics



From AI-powered cargo hubs and automated terminals to integrated customs systems and real-time data ecosystems, China's airports are moving beyond infrastructure expansion to create a new model for air freight competitiveness—one that could influence cargo strategies worldwide.

From Shanghai to Ezhou, China's airports are leveraging automation, artificial intelligence, digital ecosystems and integrated logistics platforms to redefine the future of air cargo. As supply chains become increasingly complex, the country is building smarter cargo networks that prioritize visibility, reliability and speed—potentially setting a new benchmark for airports worldwide.

For decades, China's air cargo

success story was largely measured by scale. The nation built some of the world's busiest airports, expanded manufacturing capacity at an unprecedented rate and became the engine behind a significant share of global exports. Cargo volumes surged, freighter fleets expanded and international airlines raced to establish a presence across the country.

Today, however, the narrative is evolving. While infrastructure remains important, China is now pursuing a far more ambitious objective: transforming its vast air cargo ecosystem into one driven by intelligence, automation and data.

Across major gateways such as Shanghai, Guangzhou, Shenzhen and the rapidly emerging Ezhou hub,

airports are investing heavily in smart cargo technologies that promise faster processing, enhanced visibility and greater operational efficiency. These developments come at a critical moment as global supply chains face mounting pressure from e-commerce growth, shifting manufacturing patterns and increasing customer expectations for speed and transparency.

The Rise of Digital Cargo Ecosystems

The traditional model of cargo development focused primarily on physical infrastructure—runways, terminals and warehouses. While those assets remain essential, modern cargo competitiveness increasingly depends



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on how effectively information flows across the supply chain.

A typical international shipment may pass through airlines, freight forwarders, customs authorities, ground handlers, trucking operators and cargo terminals before reaching its destination. Delays often occur not because cargo cannot move physically, but because data fails to move efficiently between stakeholders.

China's leading airports are addressing this challenge through comprehensive digital transformation initiatives.

One notable example is Shanghai Pudong's Smart Hub project, which combines artificial intelligence-based forecasting, automated cargo sorting systems and end-to-end visibility platforms. Similar innovations are being implemented across Guangzhou, Shenzhen and Ezhou, where autonomous mobile robots, automated guided vehicles and intelligent weighing systems are becoming standard operational tools.

At the same time, China's customs authorities have accelerated the deployment of integrated clearance systems and smart customs platforms designed to reduce paperwork, improve predictability and shorten cargo dwell times.

The impact is tangible. Faster clearance means reduced transit times.

Real-time visibility allows supply chain stakeholders to make quicker decisions. Automation increases throughput while minimizing operational bottlenecks. In a sector where every hour counts, these advantages translate directly into competitive strength.

Defining the Smart Cargo Airport

Industry leaders increasingly argue that the future of airport competitiveness lies not in size, but in connectivity.

A truly smart cargo airport is no longer defined solely by runway capacity or warehouse space. Instead, it is measured by how effectively it integrates data, processes and stakeholders into a unified operational ecosystem.

This shift is influencing shipper behaviour. Companies moving high-value cargo such as semiconductors, electronics and AI-related hardware are increasingly selecting airports based on digital capabilities rather than physical scale alone.

Real-time tracking, predictive analytics and seamless customs integration have become essential decision-making factors. For many shippers, visibility now carries as much value as capacity.

As one logistics executive noted, airports are increasingly being chosen "by data rather than by default."

Hong Kong and the Greater Bay Area Evolution

No discussion of China's air cargo landscape would be complete without examining Hong Kong's role.

For decades, Hong Kong International Airport has been among the world's premier cargo gateways. However, the rapid modernization of neighbouring mainland airports has transformed the competitive environment.

Rather than viewing regional growth as a threat, industry stakeholders increasingly see the Greater Bay Area as a connected cargo ecosystem.

Cross-border trucking networks, bonded sea-air services and integrated multimodal solutions are helping create a seamless logistics environment linking Hong Kong with manufacturing and distribution centres throughout southern China.

Innovations such as temperature-controlled cargo corridors for perishables and enhanced air-land connectivity are further strengthening the region's position as a global logistics powerhouse.

The competition is no longer airport versus airport—it is ecosystem versus ecosystem.

Data Becomes Air Cargo's New Currency

Perhaps the most significant transformation occurring within China's cargo sector is the growing importance of data.

Historically, cargo information often lagged behind the physical movement of freight. Today, Chinese airports and airlines are working toward fully integrated, paperless ecosystems.

Electronic air waybill adoption has surpassed 80 percent in many parts of the market, while implementation of IATA's ONE Record data-sharing framework is gaining momentum across multiple Chinese airports and airline networks.

Digital integration is no longer viewed as an optional efficiency measure. Industry executives

increasingly regard it as a prerequisite for competitiveness.

Airlines now demand real-time access to capacity information, pricing data and shipment status updates. Cargo customers expect transparency, predictability and instant visibility throughout the transportation process.

As a result, information quality is becoming just as important as physical handling capability.

Reliability Overtakes Size

The emergence of smart cargo networks is fundamentally changing how customers evaluate airports.

Historically, larger airports attracted the majority of cargo traffic because of extensive route networks and infrastructure advantages. Today, reliability is increasingly replacing size as the primary differentiator.

Shippers and freight forwarders are prioritizing airports that offer dependable transit times, strong digital integration and effective exception management.

Even marginal cost savings may be outweighed by uncertainty or operational disruptions.

This trend is also influencing airline network decisions. Efficient customs procedures, specialized handling facilities, robust intermodal connectivity and advanced digital platforms are becoming critical criteria when selecting airport partners.

E-Commerce Reshapes China's Cargo Geography

The explosive growth of cross-border e-commerce is adding another dimension to China's cargo transformation.

China now accounts for a significant share of global cross-border e-commerce activity, generating massive volumes of time-sensitive shipments.

Unlike traditional freight flows, e-commerce shipments are characterized by continuous order streams, volatile demand patterns and customer expectations measured in hours rather than days.

To meet these requirements, airports and cargo terminal operators are investing in specialized e-commerce facilities, automated screening technologies and real-time cargo management systems.

This operational shift is creating entirely new cargo patterns and accelerating the development of specialized logistics infrastructure throughout the country.

The Emergence of Secondary Cargo Hubs

One of the most notable outcomes of China's cargo evolution is the rapid rise of secondary airports.

For years, international cargo activity was concentrated in major gateways such as Shanghai, Beijing, Guangzhou, Shenzhen and Hong Kong. While these airports remain dominant, growth is increasingly shifting toward emerging hubs.

Airports such as Zhengzhou, Ezhou, Chengdu, Hangzhou and Urumqi are recording remarkable increases in freighter activity and cargo capacity.

Each serves a unique role within China's expanding logistics network. Zhengzhou has become a major e-commerce gateway, Ezhou is developing around SF Express's operations, Hangzhou has emerged as a leading cross-border e-commerce centre, and Chengdu is strengthening its position as a key inland logistics hub.

Improved infrastructure, advanced digital systems and proximity to manufacturing clusters are enabling these airports to connect directly with global markets without relying exclusively on traditional coastal gateways.

The result is a more distributed, resilient and efficient cargo network.

Freighters Remain at the Heart of Growth

Despite the recovery of passenger travel and the return of bellyhold capacity, dedicated freighters continue to play a crucial role in China's cargo future.

Strong demand for e-commerce, semiconductors, advanced technology products and express logistics services is driving continued investment in freighter fleets.

Industry experts expect both large and medium-sized freighters to remain essential as airlines build increasingly specialized cargo networks capable of serving diverse market requirements.

As cargo flows become more fragmented and time-sensitive, dedicated freighters offer the flexibility and responsiveness required to support modern supply chains.

A New Global Blueprint for Air Cargo?


China's cargo industry is entering a new phase—one defined less by physical expansion and more by intelligence, connectivity and operational excellence.

Data is becoming a strategic asset. Reliability is emerging as a competitive differentiator. E-commerce is reshaping cargo flows. Secondary airports are gaining influence. Digital ecosystems are replacing siloed operations.

Taken together, these developments suggest that China is not merely expanding its cargo capabilities—it is actively redefining how modern air freight networks operate.

The country's smart cargo revolution may have begun with technology, but its implications now extend across the entire logistics ecosystem, influencing airport strategy, airline operations, shipper behaviour and global trade patterns.

As the industry searches for more efficient, resilient and transparent supply chains, the innovations emerging from China's cargo hubs could offer a glimpse into the future of air freight worldwide.

We are on 



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*Audrey SERDJEBI,
Chairwoman & CEO*

Shaping the Narrative of Air Cargo: How Audrey SERDJEBI Is Redefining Industry Communication Through Lemon Queen

From Strategic Storytelling to Sustainability Leadership, the Founder of Lemon Queen Discusses the Evolution of Air Cargo Communication, Brand Authenticity, and the Future of Industry Engagement



Introduction

In an industry traditionally driven by capacity, routes, tonnage and operational performance, communication has often played a secondary role. However, as air cargo evolves amid digital transformation, sustainability imperatives and changing customer expectations, the ability to tell compelling stories has become increasingly critical to business success.

Few professionals have championed this transformation more actively than **Audrey SERDJEBI**, Founder and Chairwoman of **Lemon Queen**, a specialist communications agency dedicated exclusively to the aviation and air cargo sectors. Over the past decade, Lemon Queen has emerged as one of the industry's most influential communications consultancies, helping global airlines, airports, handlers, GSSAs and logistics providers build stronger brands, communicate innovation, and navigate increasingly complex stakeholder expectations.

Under Serandour's leadership, the agency has worked with some of the air cargo industry's most recognised names, while also pioneering a communications approach rooted in authenticity, sustainability and measurable business impact. As a certified B Corp organisation and a trusted strategic partner to major industry stakeholders, Lemon Queen is helping reshape how air cargo presents

itself to customers, communities, regulators and future generations.

In this exclusive conversation with Devender Grover, Editor in Chief Cargo Newswire, Audrey SERDJEBI shares her journey into the industry, discusses the evolution of air cargo communications, explains the importance of authentic storytelling, and offers her vision for a more transparent, responsible and influential future for the global air freight sector.

Q&A with Audrey SERDJEBI, Founder and Chairwoman, Lemon Queen

Exploring the Future of Air Cargo Communication, Sustainability, Brand Building and Industry Transformation



Audrey, can you share your journey into the air cargo industry and what inspired the creation of Lemon Queen?

I did not "enter" air cargo, I was given a chance to grow inside it. Very early in my journey, leaders like Bertrand Schmoll and Adrien Thominet trusted me, opened doors and allowed me to learn this industry from the inside, not from the outside looking in. That trust was a turning point: it gave me both the confidence and the responsibility to prove that communication could become a true strategic lever for air freight.


When I created Lemon Queen, the ambition was to build a 100% specialized agency, dedicated to

air cargo and aviation and able to support global players with the same creative and strategic standards as top consumer brands. Today, we work worldwide with major industry names such as Qatar Airways Cargo, United Cargo, LGG Airport or ECS Group and many other airlines, handlers, GSSAs, airports and logistics groups. Our job is to transform their vision, innovations and daytoday operational excellence into stories that drive reputation, preference and concrete business results.

A very concrete example of that longterm trust is AERION. It is the fruit of nearly 30 years of work and experience by Adrien Thominet as the global leader in the GSA world, and it marks a real revolution: moving beyond the traditional role of a GSSA to offer something much broader, more strategic and more impactful for the industry. Being chosen to shape and carry the communication of such a flagship initiative is incredibly meaningful to me. It is both a recognition of Lemon Queen's expertise and a responsibility: making sure that the depth of what AERION represents is understood and valued across the air cargo ecosystem.

I am also the owner of Air Cargo Week, one of the industry's leading publications. The editorial line of the journal remains independent from our client portfolio, but this position gives me a unique observatory of the market: I see which stories resonate,

which topics are emerging and how the global conversation around air freight is evolving. This dual perspective, agency Chairwoman, media owner and trusted partner on transformational projects like AERION, feeds directly into Lemon Queen’s strength: we understand both the depth of what our clients build and the kind of narrative that can truly capture the attention of the global air cargo community.

 **Lemon Queen describes itself as a “disruptive communication” agency—what does disruption mean in the context of air cargo?**

In consumer marketing, “disruption” is often just a buzzword. In air cargo, disruption means daring to break away from product-driven, technical and sometimes self-congratulatory communication that nobody outside the industry actually understands. For us, disruptive communication is about connecting the dots between operational excellence, people on the ground, and the bigger role air cargo plays in society and the planet.


Concretely, it means we question every brief: do we need another generic campaign, or do we need to change the conversation? We have helped clients move from purely corporate messaging to platforms like WeQare with Qatar Airways Cargo, where CSR, people and purpose were put at the heart of their brand narrative. It’s disruption with a direction: communication that is clear, commercially effective, and responsible at the same time.

 **With over a decade of experience in the industry, how has your perspective on air freight communication evolved?**

When I started, air cargo communication was mostly product and price: capacity, lanes, tonnage, ontime performance. It was rational, but it rarely created real preference or emotional connection. With time, I saw that the companies winning hearts and contracts are the ones capable


of telling a consistent, human, and purposeful story.

Today, my perspective is that communication in air freight must do three things at once: support commercial performance, make the industry understandable and attractive to the outside world, and address its responsibilities around climate and social impact. That shift, from “talking about what we do” to “showing why it matters and how we do it better”, is the evolution that drives Lemon Queen’s work every day.

 **Lemon Queen emphasizes authenticity over traditional marketing—how do you translate this philosophy into client campaigns?**

At Lemon Queen, “authenticity” is not a tagline, it’s a method. We start by going to the source: the cargo terminals, the warehouse floors, the network teams, the real people behind the operations. This allows us to build narratives, visuals and content that reflect reality instead of polishing it beyond recognition.

In practice, we favour real teams over stock photos, plain language over jargon, and measurable impact over vanity campaigns. We track engagement, sentiment and conversions carefully and use these insights to refine messages until they resonate honestly with customers, partners and employees. The result is communication that feels true on the inside and credible on the outside, which, in a B2B industry built on trust, is a decisive competitive advantage

 **Sustainability is becoming increasingly important. How is Lemon Queen helping clients address environmental concerns in their communication strategies?**

Sustainability is no longer a “nice to have” in air cargo; it is a business imperative, and communication can either undermine or accelerate that transition. For Lemon Queen, the first step was to align our own house with what we ask from our clients, which

is why we became a B Corp–certified agency.

B Corp is not a label you buy; it is a rigorous, independent certification that assesses how a company operates across governance, workers, community and environmental impact, against high and transparent performance standards. Being certified means committing legally and operationally to continuous improvement, regular reviews and accountability, far beyond a simple marketing claim.

For our clients, the immediate effect is very concrete: when they work with Lemon Queen, they know their communication partner is held to verifiable standards on impact and transparency. It drastically reduces the risk of greenwashing in their campaigns, because we challenge every “green” statement, ask for evidence, and help transform real actions and data into clear, credible and engaging narratives.

In practice, this translates into our Lemon Green approach and into the way we design strategies, campaigns and events: ecodesigned booths and experiences, smarter use of materials, precise wording instead of buzzwords, and sustainability stories that are directly linked to business value, efficiency, resilience, customer trust and talent attraction. Our goal is to make responsible communication a competitive advantage for our clients, not a constraint or a box to tick.

 **What are the biggest communication challenges currently faced by the air cargo industry?**

The first challenge is perception: air cargo is too often seen only through the lens of emissions, not through its role in global supply chains, healthcare, ecommerce, or crisis response. Bridging that perception gap requires narratives that do not deny the environmental impact, but contextualise it and show the sector’s concrete efforts to improve.

The second challenge is complexity. The ecosystem is fragmented, airlines,

GSSAs, handlers, integrators, airports, tech providers, and messages get lost between technical language and internal silos. Finally, there is a talent challenge: if we want the next generation to join air cargo, we must make the industry visible, understandable and meaningful. Communication is at the centre of all three challenges.



How do you ensure Lemon Queen stands out while working within such a specialized and competitive sector?

We chose not to be “another” communication agency that occasionally touches air freight; we decided to be fully dedicated to it. This radical focus means we understand the industry’s complexity, its pressures and its opportunities, and we can translate them into narratives that actually move people and markets. It is one of the reasons why global leaders such as Qatar Airways Cargo, ECS Group, United Cargo, CargoTech, GGG or TCE trust us with their brand and strategic projects.

Another key differentiator is the way we have structured the agency. Lemon Queen started as a team of two; today we are around ten specialists fully committed to air cargo and aviation. I recently appointed Carla as Managing Director of Lemon Queen, which allows us to combine strong leadership, robust processes and a very agile, entrepreneurial spirit. This evolution gives our clients both senior strategic input and a team capable of delivering complex, multichannel campaigns at global scale.

What truly sets us apart is how we turn our clients’ substance into stories that travel. Our clients have the depth, the innovation and the operational excellence; we are the form that makes it visible and irresistible. Their initiatives end up on magazine covers, in leading industry titles and on the conference stages that matter, because the way we craft and position their stories creates real editorial interest and supports tangible business outcome, from new partnerships and routes to stronger market positioning.



Looking ahead, what is your vision for the future of air cargo communication and Lemon Queen’s role in shaping it?

I believe the next decade in air cargo communication will be defined by three key words: transparency, collaboration and impact. Stakeholders will expect clear data, honest narratives and a demonstrated link between words and actions, especially on environmental performance and social responsibility.

Lemon Queen’s role is to help the industry get there faster. We want to shape a standard where communication is no longer “nice to have”, but an integral part of strategy, from sustainability roadmaps to digital customer experience. If we succeed, air cargo will not only be seen as efficient and reliable, but also as innovative, accountable and attractive for future generations.



Lemon Queen positions itself as deeply embedded in the air cargo ecosystem—how does this industry immersion benefit your clients in practical terms?

Being immersed means we are present where the industry actually lives and decides: at events, in boardrooms, in working groups, in trade media conversations. We work daytoday with airlines, GSSAs, handlers, tech players and logistics groups, and this proximity gives us a very fine understanding of what resonates, what is changing and what the real pain points are. For clients like Qatar Airways Cargo, ECS Group, United Cargo, CargoTech, GGG or TCE, this translates into strategies and messages that are immediately aligned with the realities of the market.

On a practical level, our clients don’t need to spend months educating us on acronyms, processes or constraints, we are already in that world. As the agency has grown from two people to a team of around ten, with Carla recently appointed as Managing Director, we have reinforced this immersion with more dedicated expertise, stronger

delivery capacity and closer followup. It means faster rampup, sharper storytelling and a better hitrate when it comes to media, events and stakeholder engagement.

My role as owner of Air Cargo Week adds an additional layer to this immersion. The journal operates with its own editorial independence, but it gives me a unique vantage point on the global conversation: I see which topics gain traction, which narratives fatigue and where new voices are emerging. Our clients benefit from this dual position, agency and media, because we can help them plug into the right conversations at the right time, with stories that feel relevant, timely and genuinely interesting for the air cargo community



Your messaging highlights both client passion for air freight and responsibility toward the planet—how do you balance commercial goals with environmental accountability in your campaigns?

For us, there is no contradiction between commercial performance and environmental responsibility. B Corp certification is a very strong signal here: it means Lemon Queen has been independently assessed against high standards of social and environmental performance, transparency and accountability. We have integrated these standards into our governance and our daily decisions, not just into our storytelling.

In our campaigns, this balance shows up in how we shape messages: we highlight our clients’ products and ambitions, but we also challenge them to back every statement with real actions and measurable progress. We avoid overstated promises, prefer clear commitments, and help structure communication roadmaps that support longterm value for customers, the industry and the planet. For prospective clients, working with a B Corp-certified specialized agency is a way to strengthen their own credibility and align their brand narrative with their sustainability journey.

From Air Freight to Intelligent Commerce: How SmartKargo Is Transforming Global Cargo Networks

*Facilitating Global Trade: SmartKargo's **Olivier Houri EVP and Chief Revenue Officer at SmartKargo**, in conversation with Devender Grover, Editor in Chief, Cargo Newswire on AI, E-Commerce, Dynamic Pricing and the Future of Air Cargo*



transform the air cargo industry through modern, intelligent technology.

Eighteen years ago, we saw an industry heavily dependent on legacy systems that limited agility, innovation, and speed. Airlines were struggling to adapt to digitisation because most cargo platforms were not designed for rapid evolution or integration.

From the beginning, we decided to build SmartKargo as a

In an era where air cargo is being reshaped by artificial intelligence, cross-border e-commerce, sustainability mandates, and increasingly volatile market economics, technology providers are becoming central to the future of global logistics. Among the companies driving this transformation is SmartKargo, a cloud-native cargo management and digital commerce platform that has spent nearly two decades redefining how airlines manage cargo, revenue, and logistics integration.

As airlines confront rising Sustainable Aviation Fuel (SAF) costs, shifting customs regulations, evolving e-commerce expectations, and growing pressure for operational visibility, the need for agile and intelligent cargo platforms has become more urgent than ever.

In this detailed feature interview, Olivier Houri, Executive Vice President at SmartKargo, discusses how AI is transforming air cargo decision-making, why e-commerce is fundamentally changing airline business models, how digital platforms are reshaping pricing strategies amid SAF-driven cost pressures, and why SmartKargo sees itself not simply as a software company, but as a facilitator of global trade.




SmartKargo entered the market nearly two decades ago, long before cargo digitalisation became an industry priority. What was the original vision behind the company?

Olivier Houri (OH): SmartKargo was created with a very simple but ambitious objective — helping

fully cloud-native platform. That distinction is extremely important because many legacy systems later migrated to the cloud, but architecturally that is very different from being born in the cloud.

Being cloud-native allowed us to move faster, deploy faster, innovate faster, and embrace emerging technologies more naturally. It also enabled us to build a highly flexible and configurable platform with rapid onboarding capabilities.

Most importantly, we did not design SmartKargo around the traditional airport-to-airport cargo model. We designed it around the entire logistics value chain — from shipper to consignee — because we believed air cargo would eventually evolve into a much broader digital commerce ecosystem.

 **Cross-border e-commerce has become one of the biggest structural shifts in air cargo. How is it changing airline operations in 2026?**

OH: Cross-border e-commerce is fundamentally reshaping the air cargo industry.


Today, air cargo is no longer just about moving freight between countries. It directly affects customer experience, delivery speed, conversion rates, and even consumer trust during online purchasing decisions.

The industry has shifted from transporting large consolidated freight shipments toward managing millions of lightweight parcels moving across global trade lanes every day. That creates far more fragmentation and operational complexity.

Every parcel requires booking, screening, labelling, tracking, customs processing, and real-time visibility. Airlines now operate in an environment where there is very little tolerance for delays, especially in e-commerce-driven supply chains.

Customers increasingly expect international delivery experiences to resemble domestic delivery standards. If transit times become unreliable, cart abandonment increases and brand loyalty suffers.

This is why technology, visibility, and operational speed are now essential commercial requirements, not optional enhancements.

 **Why was SmartKargo able to adapt to e-commerce logistics earlier than many traditional cargo technology providers?**

OH: Because we designed the platform around package-level intelligence from the beginning.


Traditional cargo systems operate around the master airway bill, which is essentially a transportation contract. But e-commerce does not operate that way. E-commerce operates at the parcel or package level.

SmartKargo was built to manage shipments at the piece level and

then intelligently consolidate them throughout the network. That capability became extremely important as e-commerce volumes accelerated globally.

Today, we are the only platform that fully supports end-to-end e-commerce operations natively. Beyond traditional cargo management, we enable airlines to become virtual integrators for domestic e-commerce, cross-border logistics, and express delivery operations.

Technology becomes the connective layer linking first-mile, middle-mile, and last-mile logistics operations seamlessly.

 **You have often spoken about airlines evolving into “virtual integrators.” What does that mean in practical terms?**


OH: Traditionally, airlines focused mainly on airport-to-airport transportation while freight forwarders and integrators controlled much of the customer relationship and end-to-end logistics value chain.

What we realised early was that airlines already own the most strategic asset — the air network itself. The missing element was the technology layer connecting that network to the broader logistics ecosystem.

With SmartKargo, airlines can participate directly in B2C e-commerce logistics without necessarily owning all the infrastructure themselves. Through digital integration and partner networks, they can become virtual integrators.

A great example is Azul in Brazil. Back in 2018, we helped them become one of the world’s first fully enabled airline e-commerce distribution networks. Today, Azul manages a significant share of Brazil’s e-commerce logistics market and supports Amazon Prime distribution because of its operational efficiency and digital integration.

The technology platform becomes the glue connecting the entire logistics process.

 **Artificial Intelligence is now transforming every aspect of aviation. How is SmartKargo embedding AI into cargo operations?**

OH: Our philosophy around AI is very pragmatic.

We are not launching AI as a separate product that customers need to buy additionally. SmartKargo itself is becoming an AI-enabled platform where intelligence is embedded directly into the operational workflows airlines already use.

For customers, the interface often looks the same. What changes is the power behind the scenes — the algorithms, automation engines, forecasting tools, and optimisation capabilities become dramatically more intelligent.


One major innovation we introduced recently is our AI-enabled revenue management solution focused on network-level optimisation.

Most traditional cargo systems optimise revenue flight by flight. SmartKargo optimises revenue and capacity across the entire network simultaneously. That creates significant advantages in capacity utilisation, demand forecasting, congestion management, and yield optimisation.

We are also deploying AI agents that can transform cargo booking completely.

For example, a freight forwarder could request movement of dangerous goods from Honolulu to Ho Chi Minh City with specific delivery timelines and service requirements. The AI engine instantly evaluates routing possibilities, interline connections, available capacity, pricing structures, and operational constraints before presenting multiple solutions in real time.

That level of intelligent automation fundamentally changes the cargo booking experience.

 **SAF costs are becoming a major concern across aviation. How are rising**

sustainability costs reshaping cargo pricing strategies in 2026?

OH: Sustainable Aviation Fuel is becoming one of the biggest economic variables in aviation today.

Production volumes are increasing, but SAF still represents only a very small percentage of global jet fuel consumption. At the same time, airlines are paying significantly higher prices for SAF compared to conventional fuel — in many markets two to five times higher.

As a result, airlines are under enormous pressure to rethink how cargo pricing is managed.

Traditional pricing models are no longer sufficient because fuel costs, capacity conditions, and market demand now change far too quickly. Airlines need dynamic, data-driven pricing capabilities that allow them to adjust rates, surcharges, and revenue strategies in near real time.

That is precisely where digital platforms like SmartKargo become critical.

Our platform provides airlines with real-time visibility into capacity, booking trends, fuel impacts, and market demand, enabling more agile and responsive pricing decisions.

Dynamic fuel surcharge management, predictive pricing, and automated revenue optimisation are becoming essential tools for protecting margins while maintaining competitiveness.

Q How important is dynamic pricing becoming in today's cargo environment?

OH: Dynamic pricing is becoming absolutely essential.

The market is far too volatile for static pricing structures. Airlines now need systems capable of analysing fuel costs, capacity availability, booking patterns, market demand, and operational conditions continuously.

Modern cargo pricing is no longer simply about setting a rate. It is about constantly optimising profitability across the network.

SmartKargo helps airlines automate

pricing decisions, forecast demand spikes, and react much faster to changing market conditions.

That becomes particularly important during periods of rapid demand growth or sudden operational disruptions. Predictive analytics allows airlines to adjust proactively rather than reactively.

Q Regulatory uncertainty is also increasing globally. How challenging is that environment for airlines?

OH: It is becoming increasingly complex.

Customs regulations, de minimis rules, sustainability mandates, and compliance requirements are changing rapidly across multiple regions. We have already seen significant disruptions in trade lanes due to changes in customs policies and low-value parcel regulations.

For airlines, operational flexibility and digital visibility are becoming critical survival tools.

The companies that succeed will be the ones capable of adapting quickly while maintaining transparency, efficiency, and pricing agility.

Q Sustainability and ESG commitments are becoming central to aviation strategy. How is SmartKargo contributing to those goals?

OH: Sustainability has always been embedded in our philosophy.

As a technology company, we naturally operate with a relatively lean footprint, but we are also working closely with industry stakeholders to support broader sustainability initiatives.

One important development is that SmartKargo will soon enable airlines to calculate shipment-level carbon footprints directly within the platform itself. Since we already process operational routing and shipment data, integrating carbon visibility becomes a logical extension.

Sustainability is no longer only about

regulatory compliance. Customers, employees, and younger generations increasingly expect companies to demonstrate meaningful environmental responsibility.

Q SmartKargo often describes itself as a “facilitator of global trade.” What does that philosophy represent?

OH: That statement defines exactly who we are.

We do not see ourselves merely as a software company automating cargo processes. Our vision is much broader.

We want to connect producers and consumers globally through intelligent logistics ecosystems. Technology is simply the enabler that makes those global trade connections faster, smarter, and more efficient.

That philosophy continues to shape everything we build.

Q Finally, what message would you share with the global air cargo industry as AI, e-commerce, and sustainability continue reshaping the market?

OH: AI should not be viewed as science fiction. It is simply an extremely powerful business tool.

For years, the industry relied on dashboards and reporting systems that explained what happened in the past. AI changes that because it combines historical information with real-time operational data, market intelligence, and predictive modelling to forecast future outcomes.

That allows airlines to make smarter decisions, optimise resources more effectively, and respond faster to changing conditions.

Companies that embrace digital intelligence will gain major competitive advantages. Those that hesitate risk being left behind.

The future of air cargo belongs to organisations capable of combining operational execution, customer-centric logistics, AI-driven decision-making, and digital agility into one connected ecosystem.



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SolitAir appoints ATC as dangerous goods training partner

UAE-based cargo carrier deepens investment in training to reinforce operational excellence and compliance with the most stringent global air cargo safety standards

SolitAir, the UAE's next-generation dedicated B2B airport-to-airport cargo airline, has appointed Dubai-based Aviation Training Center (ATC) as its preferred training services provider for dangerous goods (DG).

The appointment is designed to equip SolitAir's growing team with the latest approaches, techniques and competencies in the handling and transport of dangerous goods (DG) – a category of cargo that is both commercially significant and among the most tightly regulated in the industry.

The collaboration marks an important step toward strengthening the UAE's aviation ecosystem, supporting its position as a global hub for safe, efficient and innovative air cargo operations.

The transport of dangerous goods by air is governed by a strict, IATA-enforced framework of compliance obligations, revised annually to reflect emerging risks and evolving cargo profiles. The 67th edition of the

IATA Dangerous Goods Regulations, mandatory from 1 January 2026, introduced significant updates across lithium battery shipment requirements, revised state variations and standardised operator variation wording.

Hamdi Osman, Founder & CEO, SolitAir said: *"The revised requirements enforced by IATA changes underline the need for rigorous, current-edition training across airline operations teams. Through this partnership, SolitAir will ensure our teams remain fully current with these evolving standards, further strengthening the safety, operational excellence and workforce capability already underpinning our DG operations (categories 1-9), which span lithium batteries, flammable liquids and other hazardous materials across our expanding network."*

ATC Dubai is recognised for its rigorous training standards and regulatory compliance, holding approvals from both the UAE General Civil Aviation Authority (GCAA) and the

International Air Transport Association (IATA). Its Competency-Based Training and Assessment (CBTA) programmes are designed to support aviation stakeholders in maintaining the highest levels of safety, compliance and operational readiness.

Commenting on the partnership **Neeraj Arora, CEO ATC Dubai**, said: *"Our collaboration with SolitAir underscores our commitment to delivering world-class training solutions that support the evolving needs of the aviation industry. Together, we aim to reinforce safety standards and empower aviation professionals with the competencies required in today's dynamic operating environment."*

Founded in 2024 and based at Al Maktoum International Airport (DWC), SolitAir operates a fleet of seven Boeing 737-800 BCF freighters from a state-of-the-art 20,440-square-metre logistics facility – each aircraft carrying up to 20 tonnes and built to handle the full spectrum of specialised cargo: pharmaceuticals, perishables, e-commerce, dangerous goods, valuables and oversized freight.

From its position at DWC – a hub targeting an ultimate capacity of 12 million tonnes – SolitAir sits at the crossroads of the world's fastest-growing trade corridors.

The carrier's current network of more than 50 destinations in over 30 countries connects Dubai directly to the Middle East, Africa, the Indian Subcontinent, Central Asia, China and beyond.

Vietnam Airlines Appoints ECS Group as GSSA in South Korea to Strengthen Cargo Growth Strategy

Partnership aims to unlock new opportunities across one of Vietnam Airlines' most strategic cargo markets, leveraging ECS Group's commercial expertise and digital capabilities



Vietnam Airlines has appointed ECS Group as its General Sales and Service Agent (GSSA) in South Korea, marking a significant step in the airline's strategy to expand its cargo presence and capitalise on the growing trade flows between Vietnam and South Korea.

Under the new agreement, ECS Group will manage a comprehensive range of cargo services for the Vietnamese flag carrier, including sales development, capacity optimisation, operational supervision, digital solutions, and dedicated customer support. The partnership is designed to enhance Vietnam Airlines' market penetration in South Korea, one of the carrier's most important international cargo markets.

South Korea currently ranks among the top three cargo markets within the Vietnam Airlines global network and remains a key driver of the airline's international cargo expansion strategy. The trade corridor between the two nations has witnessed sustained growth, supported by Vietnam's emergence as a major regional manufacturing and export hub.

The increasing movement of high-value and time-sensitive commodities such as electronics, semiconductors, automotive components, pharmaceuticals, perishables, and cross-border e-commerce shipments has created significant opportunities for air cargo operators serving the Vietnam–South Korea route.

Commenting on the appointment, Jean Ceccaldi, Chief Executive Officer of ECS Group, said that the company's proposal focused strongly on revenue enhancement and operational excellence.

"ECS Group presented a compelling business plan centred on revenue optimisation, supported by dedicated Vietnam Airlines teams in Incheon and Busan and backed by advanced digital capabilities," said Ceccaldi.

"We are proud to strengthen our partnership with Vietnam Airlines and to bring the expertise, extensive sales network, and CargoTech-powered digital ecosystem that have already delivered successful results in other markets."

The collaboration further reinforces the long-standing relationship between the two companies and reflects the increasing importance of technology-driven cargo sales and management solutions. ECS Group's CargoTech ecosystem is expected to provide advanced digital tools that improve booking efficiency, market intelligence, and customer experience.

Both Vietnam Airlines and ECS Group have indicated that discussions are ongoing

regarding the possibility of extending their cooperation into additional strategic cargo markets, signalling broader ambitions for future international expansion.

The latest agreement follows ECS Group's continued efforts to strengthen its footprint across Asia. Earlier this year, its subsidiary Globe Air Cargo (GAC) France was appointed as the single point of sale for Nippon Cargo Airlines (NCA) in the French market following NCA's acquisition by All Nippon Airways (ANA).

GAC France already operates a dedicated and centralised ANA Cargo team responsible for managing operations and customer relationships, with a strong focus on specialised cargo sectors including aerospace, pharmaceuticals, automotive, and high-technology shipments.

The latest partnerships underline ECS Group's growing role as a global cargo sales and service provider, combining local market expertise, specialised commercial teams, and advanced digital technologies to support airlines in maximising revenue and strengthening their position in competitive international markets.

Emirates SkyCargo Joins Hands with Dogs 4 Wildlife to Strengthen Anti-Poaching Efforts in Africa

The partnership will support the deployment of highly trained conservation dogs to protect endangered wildlife and combat poaching in Southern Africa

- *The first phase will see Emirates SkyCargo transport specialist dogs from the UK to Zimbabwe, where they will support wildlife rangers at Matusadona National Park*
- *Collaboration reinforces Emirates' longstanding commitment to wildlife protection and efforts to combat illegal wildlife trafficking*

Emirates SkyCargo has partnered with Dogs 4 Wildlife, a UK-based charity that protects endangered wildlife in Africa through the deployment of specialist conservation dogs. The first phase of the partnership will see Emirates SkyCargo transport dogs from the UK to Southern Africa, where they will work alongside wildlife park rangers to track poachers and strengthen conservation efforts.

The first two dogs, Vega and Kuda, both Belgian Malinois, are specialist human scent tracking dogs trained by Dogs 4 Wildlife for conservation operations. Selected for their exceptional drive, determination, and natural tracking abilities, Vega and Kuda will help form a new conservation K9 unit supporting wildlife protection efforts in Zimbabwe.

The dogs are scheduled to travel from London to Harare via Dubai in late June and will be deployed at Zimbabwe's Matusadona National Park on their arrival.

Welfare-focused animal transportation services

Emirates SkyCargo, the air freight division of Emirates, transports cargo for businesses across Emirates' global network. Through its specialist live animal transportation services, the airline provides reliable and welfare-focused transportation for animals. This is supported by dedicated handling



processes, purpose-built facilities, and trained experts across its global network.

Badr Abbas, Divisional Senior Vice President, Emirates SkyCargo, said: "Protecting wildlife is a shared responsibility that requires collaboration, innovation, and long-term commitment. Through our partnership with Dogs 4 Wildlife, we are proud to support the deployment of highly trained conservation dogs, such as Vega and Kuda, across conservation initiatives. These animals will play a vital role in protecting

endangered species and strengthening conservation efforts on the ground. This partnership reflects Emirates SkyCargo's broader commitment to combatting illegal wildlife trade and supporting organisations that are creating meaningful impact for wildlife and global communities."

Darren Priddle, Founder and Volunteer Trustee, Dogs 4 Wildlife, said: "We are incredibly proud to be partnering with Emirates SkyCargo on this important initiative. The deployment of conservation dogs such as Vega and Kuda represents far



more than the transportation of two animals; it represents the movement of specialist conservation capability that will directly support wildlife rangers working on the front line of wildlife protection.

“At Dogs 4 Wildlife, our mission is to protect endangered species by providing highly trained conservation dogs and supporting the dedicated people who work tirelessly to safeguard wildlife every day. Having the support of a global organisation such as Emirates enables us to expand that impact and deliver proven conservation tools to the areas where they are needed most. This partnership demonstrates what can be achieved when organisations from different sectors come together with a shared commitment to protecting wildlife for future generations.”

A commitment to wildlife protection

The partnership between Emirates SkyCargo and Dogs 4 Wildlife aligns closely with Emirates’ longstanding commitment to wildlife protection. The airline maintains a zero-tolerance approach to the illegal wildlife trade, including [Emirates SkyCargo’s ban on the transportation of hunting trophies](#). Emirates SkyCargo also operates robust screening processes and works closely with industry partners, government authorities, and conservation organisations to help prevent the movement of illicit wildlife products through global supply chains. Since launching its illegal wildlife trade awareness programme, Emirates has trained more than 46,000 employees across its business, helping frontline teams identify, report and

respond to potential wildlife trafficking risks. Emirates has also achieved IATA’s Environmental Assessment (IEnvA) certification, which includes a dedicated wildlife module aligned with the Buckingham Palace Declaration.

The announcement comes as the industry and conservation community mark the 10th anniversary of the Buckingham Palace Declaration and gathers for the United for Wildlife High-Level Business Forum in London, highlighting the importance of cross-sector collaboration in tackling illicit wildlife trade and protecting endangered species for future generations. Emirates has been involved with United for Wildlife since becoming a founding signatory of the Declaration and continues to contribute to industry-wide efforts to combat wildlife trafficking.

Alaska Airlines and Hawaiian Airlines Unite Cargo Operations on IBS Software's iCargo Platform



- *Alaska Airlines and Hawaiian Airlines have unified their cargo operations on IBS Software's iCargo platform, creating a single digital cargo management system with standardised policies, simplified billing and consolidated shipment tracking.*
- *The integration improves operational efficiency through shared real-time shipment visibility, unified warehouse and cargo workflows, and stronger coordination across both airlines, while replacing Hawaiian Air Cargo's legacy system without disrupting live operations.*
- *The move also extends Alaska Cargo's GoldStreak next-flight-out express service across the Hawaiian Islands for the first time, expanding support for time-critical shipments such as medical supplies and urgent documents.*



Alaska Airlines and Hawaiian Airlines have successfully unified their cargo operations on IBS Software's iCargo platform, marking a major milestone in the integration of the two carriers' logistics and cargo management systems. The move creates a single digital cargo management environment designed to streamline operations, improve shipment visibility, and enhance customer service across the combined cargo network.

The integration follows Alaska Airlines' earlier adoption of the iCargo platform in 2022 and now brings Hawaiian Air Cargo onto the same system, replacing Hawaiian's legacy cargo management infrastructure. By consolidating both carriers onto one unified platform, the airlines aim to simplify cargo operations, standardise policies, and deliver a more seamless experience for freight forwarders,

shippers, and logistics partners.

The unified system enables customers to access a consolidated online portal where they can book, manage, and track cargo shipments across the expanded Alaska-Hawaiian network. The platform also standardises billing procedures, shipment tracking capabilities, and cargo workflows, reducing operational complexity and eliminating inefficiencies created by disconnected systems.

Industry observers view the transition as a significant step in post-merger cargo integration, particularly as airlines increasingly prioritise digitalisation, operational efficiency, and real-time supply chain visibility.

According to the companies, the migration delivers several operational benefits. Real-time shipment visibility is now shared across the combined network, enabling faster operational decision-making and improved reliability for customers handling time-sensitive cargo movements. Import, export, and warehouse procedures are now managed through a unified workflow, reducing manual interventions and lowering the risk of data inconsistencies and operational errors.

The integration also improves coordination between operational teams across both airlines, allowing faster responses to disruptions and strengthening network-wide collaboration. IBS Software stated that its experience in managing large-scale cargo migrations played a key role in ensuring the transition was completed without disrupting live operations.

The unified cargo platform additionally supports the expansion of Alaska Cargo's GoldStreak Package Express service into the Hawaiian Islands for the first time. The next-flight-out express service is designed for urgent and time-critical shipments such as medical supplies, legal documents, and high-priority packages, providing enhanced logistics connectivity between Hawaii and mainland markets.

Ian Morgan, Vice President of Alaska Cargo, said the transition was a logical step following the operational alignment of the two airlines.

"Bringing Hawaiian Air Cargo onto iCargo was a logical and necessary step following the combination. With iCargo as our single platform, we have a consistent, reliable foundation that supports how we operate today and gives us the scalability to grow. This improved system allows us to focus our resources on providing the exceptional care for our customers that they have come to know and love from Alaska and Hawaiian," Morgan said.

Radhesh Menon, Vice President and Head of Cargo and Logistics Solutions at IBS Software, highlighted the complexity of post-merger cargo integrations and the importance of unified digital infrastructure.

"Alaska and Hawaiian now operate as one cargo network, on one platform. The complexity of running parallel systems after a merger is a real operational burden. This integration reflects iCargo's ability to support carriers through complex consolidations and deliver a platform built for long-term scale," Menon said.

The deployment further strengthens IBS Software's presence in the North American air cargo sector, where airlines are increasingly investing in digital transformation initiatives to improve operational resilience, customer visibility, and end-to-end cargo management capabilities.

The integration also reflects broader industry trends toward consolidation and automation as carriers seek to optimise cargo operations amid growing e-commerce demand, tighter supply chain timelines, and increasing customer expectations for real-time shipment tracking and digital self-service capabilities.

By operating under a single cargo management platform, Alaska Airlines and Hawaiian Airlines are positioning themselves to enhance operational efficiency while expanding service offerings across their combined domestic and international networks.

Cathay Cargo further expands its Airbus A350F freighter orders to eight



Demonstrating Cathay Cargo's commitment to enhancing Hong Kong as the world's leading air cargo hub

The Cathay Group is among the top five largest cargo airline groups globally in terms of cross-boundary air cargo capacity (measured in available freight tonne kilometres), according to Accenture Cargo data. This capacity has contributed to the success of Hong Kong International Airport, its home hub, in achieving the status of world's busiest cargo airport 15 times since 2010, according to Airports Council International.

To support the Group's future growth, Cathay Cargo today announces that it is further expanding its fleet with the execution of purchase rights for an additional two Airbus A350F freighter aircraft. In addition to its order for six of these aircraft announced in 2023, this brings Cathay Cargo's total commitment to eight A350F freighters.

These highly efficient, new-generation freighters will help further

strengthen Hong Kong's status as the world's leading international air cargo hub, enhancing cargo connectivity between Hong Kong, the Chinese Mainland, and other markets across the Group's extensive global cargo network. They will also contribute to the Group's sustainability leadership goals.

Cathay Group Chief Executive Officer Ronald Lam said: "We are pleased to further strengthen our fleet with these additional A350F freighters that will provide greater connectivity at our home hub and more choices for our customers. This strategic, future-ready investment reflects our resolute confidence in our long-term growth prospects and supports Cathay Cargo's goal of being the world's best air cargo carrier.

"As we continue to grow alongside our home hub, the Cathay Group has already committed well over

HK\$100 billion in investments into our fleet, cabin and lounge products and digital innovation. Together, these investments will elevate the customer experience and strengthen the Hong Kong international aviation hub propelled by the Three-Runway System."

The eight new A350Fs will complement Cathay Cargo's fleet of 20 Boeing 747 freighters, including 14 B747-8Fs and six B747-400ERFs. In addition to freighter capacity, Cathay Cargo provides belly capacity through the Cathay Group's passenger network serving more than 100 destinations worldwide.

The Cathay Group has orders for more than 100 state-of-the-art narrowbody, regional widebody, long-haul widebody and large freighter aircraft as part of its all-encompassing fleet renewal and expansion plan.

Silk Way West Airlines expands its cooperation with dnata in Singapore

New agreement at Singapore Changi Airport strengthens cargo handling capabilities, supports over 15,000 tonnes annually, and reinforces global network resilience



Silk Way West Airlines has signed a new multi-year cargo and freighter handling agreement with dnata at Singapore Changi Airport, further expanding its strategic partnership with the global aviation services provider. The collaboration is expected to support more than 100 freighter flights and over 15,000 tonnes of cargo annually, enhancing operational efficiency and strengthening trade links between Asia-Pacific, the Middle East, Europe and other key international markets.

Silk Way West Airlines, the leading cargo airline in the Caspian and Central Asian region, has entered into a new multi-year agreement with dnata, a leading global air and travel services provider, for cargo and freighter handling services at Singapore Changi Airport. The agreement further strengthens the longstanding global partnership between the two companies.

Under the agreement, dnata will support Silk Way West Airlines' twice-weekly freighter services at one of Asia's key aviation and logistics hubs. The partnership is expected to cover more than 100 freighter flights annually and over 15,000 tonnes of cargo each year, including general freight, temperature-sensitive goods, and specialized shipments such as oil and gas, aviation and aerospace equipment.

Singapore plays an important role in Silk Way West Airlines' global cargo network, connecting the Asia-Pacific region with key markets across the Middle East, Europe

and beyond. The agreement reflects the airline's focus on maintaining high operational standards, strengthening service reliability, and ensuring efficient cargo flows across its network.

Onno Pietersma, Chief Operating Officer of Silk Way West Airlines, said:

"Singapore is an important gateway in our global cargo network, and reliable ground and cargo handling is essential to maintaining efficient and seamless freighter operations. Our continued cooperation with dnata supports our focus on operational excellence, service reliability and delivering dependable cargo solutions to our customers worldwide."

Tom Alwyn-Jones, Managing Director of dnata's Airport Operations unit in Singapore, said: "This agreement reflects the strength of our operations in Singapore and our ability to support freighter carriers in a fast-paced and highly coordinated hub, working closely with partners across the Changi Airport community – something our team here takes real pride in.

For us, it's about delivering consistent, reliable handling on the ground – ensuring aircraft turnarounds, cargo flows and service standards are maintained, even as operational demands continue to increase. That comes down to having the right teams, processes and systems in place locally, working together to keep operations running smoothly at scale."

The agreement builds on the longstanding relationship between Silk Way Group and dnata, which currently spans key international markets including Amsterdam, Dubai, and multiple destinations in Iraq. dnata already supports the airline's operations at scale, handling more than 1,000 flights and significant cargo volumes each year. More recently, the wider partnership has expanded through a joint venture aimed at developing an aviation services hub at Azerbaijan's newly built cargo airport in the Alat Free Economic Zone.

In Singapore, dnata provides a full suite of aviation services at Changi Airport, supporting over 30 airline customers and handling approximately 250,000 tonnes of cargo annually. Globally, dnata delivers ground handling and cargo services at more than 90 airports across 16 countries. In the 2025–2026 financial year, its teams handled over 888,000 aircraft turns and moved 3.2 million tonnes of cargo.

The new agreement underlines Silk Way West Airlines' continued focus on building resilient global cargo operations through strategic partnerships with trusted international service providers, ensuring consistent service quality and dependable cargo solutions for customers worldwide.

4RCargo Secures Finnair Cargo GSA Mandate in Baltics, Strengthening Regional Air Freight Connectivity



New partnership expands access to Finnair Cargo’s global network through Helsinki hub while marking a major milestone in 4RCargo’s Baltic expansion strategy

4RCargo has been appointed as Finnair Cargo’s General Sales Agent (GSA) across the Baltic region, securing its first airline representation

contract since establishing operations in the Baltics earlier this year. The partnership provides freight forwarders and shippers in Estonia, Latvia and Lithuania

with enhanced access to Finnair Cargo’s global network via Helsinki while strengthening the airline’s commercial presence in one of Northern Europe’s

strategically important logistics markets.

In a significant development for the Baltic air cargo market, 4RCargo has been selected as the General Sales Agent (GSA) for Finnair Cargo across the Baltic region, reinforcing both companies’ ambitions to expand their footprint in Northern and Eastern Europe.

The appointment represents a major milestone for 4RCargo, which launched its Baltic operations in February 2026 as part of a broader strategy to strengthen its presence across key European cargo markets. The agreement was officially announced during the Executive Summit of the International Air Cargo Association (TIACA), held in Warsaw, Poland, where industry leaders gathered to discuss emerging trends, market opportunities and the future of global air freight.

Enhanced Global Connectivity Through Helsinki

Under the new partnership, freight forwarders, logistics providers and shippers in the Baltic states will gain expanded access to Finnair Cargo’s extensive international network through its strategically located Helsinki hub.

The Finnish carrier’s network provides seamless connectivity to major destinations across Europe, Asia, the Middle East and North America, offering customers efficient transit solutions for both general cargo and specialized freight shipments.

Helsinki's geographic position continues to serve as a critical gateway linking Northern Europe with Asian and transatlantic markets, making it a valuable hub for time-sensitive cargo movements and high-value supply chains.

The partnership is expected to improve market access for Baltic exporters and importers while strengthening cargo flows between the region and key global trade centres.

Strategic Growth for Both Partners

For Finnair Cargo, the appointment strengthens its commercial reach in a region that continues to experience growing demand for international freight services, driven by manufacturing, technology, pharmaceuticals and e-commerce sectors.

For 4RCargo, the agreement validates its strategy of building a strong regional presence supported by local expertise and customer-focused sales and operational capabilities.

Pawel Kazmierczak, Chief Executive Officer of 4RCargo, described the partnership as an important step in the company's growth journey.

"Finnair is an internationally recognised carrier with a strong global network and premium product portfolio, and we are honoured to have been chosen to represent them in the Baltics region."

He added that the combination of Finnair Cargo's international capabilities and 4RCargo's regional market knowledge would create significant value

for customers throughout the Baltic region.

"The combination of Finnair Cargo's product portfolio and 4RCargo's regional expertise creates a strong partnership that will deliver significant benefits to customers across the Baltics."

Growing Importance of the Baltic Cargo Market

The Baltic states have increasingly emerged as an important logistics gateway between Northern Europe, Scandinavia, Central Europe and global markets. Strategic investments in transport infrastructure, digital logistics solutions and

allows customers to benefit from localized commercial support while leveraging Finnair Cargo's extensive range of cargo products and services, including solutions for temperature-sensitive shipments, express freight, high-value cargo and other specialized logistics requirements.

Marking Five Years of Growth

The announcement also coincides with 4RCargo's fifth anniversary, highlighting the company's evolution from a regional startup into an increasingly influential air cargo sales and marketing specialist.

developing from a Central and Eastern European specialist into a broader regional partner for airlines that need local knowledge and consistent delivery in growth markets."

Industry Implications

The partnership highlights the growing importance of specialized sales representation in an increasingly competitive air cargo environment. As airlines seek cost-efficient methods to expand market reach while maintaining strong customer engagement, GSAs continue to play a crucial role in developing local business opportunities and supporting network growth.

For Finnair Cargo, the agreement strengthens its position in the Baltic market while enhancing access to regional cargo demand. For 4RCargo, the appointment represents a significant endorsement of its commercial capabilities and regional expertise.

The collaboration also underscores the continued strategic relevance of Helsinki as a key cargo gateway connecting Europe with Asia and North America, particularly as supply chains increasingly prioritize speed, reliability and operational flexibility.

As international trade volumes continue to evolve and regional logistics networks become more interconnected, partnerships such as this are expected to play an increasingly important role in facilitating efficient cargo movement and supporting global supply chains.

The appointment represents a major milestone for 4RCargo, which launched its Baltic operations in February 2026 as part of a broader strategy to strengthen its presence across key European cargo markets.

multimodal connectivity have enhanced the region's role in international trade and supply chain operations.

As global supply chains continue to diversify, demand for reliable air cargo connectivity from smaller but strategically positioned markets such as Estonia, Latvia and Lithuania has grown steadily. Airlines are increasingly relying on specialised GSA partners with local expertise to strengthen customer relationships and capture market opportunities in these regions.

The new agreement

Founded in Warsaw in 2021, the company has steadily expanded its footprint across Central and Eastern Europe and is now extending its expertise into the Baltic market as part of its broader regional growth strategy.

Reflecting on the company's progress, Kazmierczak emphasized the transformation of 4RCargo from a local specialist into a broader regional partner for airlines seeking market access and commercial development opportunities.

"Five years after launching in Warsaw, 4RCargo is



FIATA Calls for Review of IATA Direct Air Waybill Changes Amid Industry Concerns Over Liability Allocation and Market Stability

FIATA has formally called for a comprehensive review of controversial changes to the Direct Air Waybill (DAWB) framework adopted by International Air Transport Association (IATA), warning that the proposed measures could create widespread legal, operational and

insurance-related uncertainty across the global air cargo industry if implemented without broader stakeholder alignment.

The move marks one of the most significant recent interventions by the global freight forwarding community in response to regulatory and contractual

- *FIATA has formally requested a review of proposed changes to the Direct Air Waybill (DAWB) framework adopted by International Air Transport Association, arguing that the measures were introduced with insufficient consultation on their legal, operational and insurance implications ahead of a planned 1 July 2026 implementation date.*
- *Industry stakeholders, including freight forwarders, airlines, insurers and shippers, have raised concerns that the new DAWB framework could create legal uncertainty by shifting liability and indemnity exposure onto freight forwarders even where they do not exercise operational control over cargo data, compliance or transport processes.*
- *FIATA is seeking a structured industry-wide reassessment through the IATA-FIATA Consultative Council review mechanism, warning that the proposals could disrupt claims handling, contractual relationships and risk allocation across the global air cargo supply chain at a time of wider geopolitical and operational instability.*

changes affecting international airfreight operations. FIATA has invoked the review mechanism available under the IATA-FIATA Consultative Council (IFCC), seeking a structured reassessment of the proposals before their scheduled implementation date of July 1, 2026.

At the heart of the dispute is growing concern among freight forwarders, insurers, shippers and legal experts that the revised DAWB framework could fundamentally alter the allocation of contractual liability within the air cargo supply chain — potentially transferring additional responsibility and indemnity exposure onto freight forwarders even in situations where they do not exercise operational control over cargo data, compliance procedures or transportation processes.

Industry Pushback Intensifies Over Liability Exposure

FIATA said the request for review follows extensive consultations conducted globally with stakeholders from across the logistics and aviation sectors, including freight forwarders, airlines, insurers, legal specialists and cargo owners.

According to the organisation, a consistent theme emerged throughout these discussions: liability should remain proportionate to operational control and aligned with the party actually performing the relevant transport or compliance function within the supply chain.

Many stakeholders reportedly expressed concern that the proposed DAWB reforms risk creating a disconnect between operational responsibility and legal liability, potentially exposing freight forwarders to increased claims and indemnity obligations despite acting solely as intermediaries or agents on behalf of shippers.

Industry representatives argued that freight forwarders frequently do not control the underlying cargo information, customs compliance procedures or security declarations associated with shipments, yet under the proposed structure may still face expanded liability exposure.

Several stakeholders also warned that such changes could create uncertainty regarding contractual accountability throughout the cargo chain, potentially affecting claims management, insurance coverage and long-established commercial

relationships between airlines, forwarders and shippers.

Concerns Raised Over Accelerated Consultation Process

A major source of frustration within the forwarding and insurance community relates to the pace at which the proposals progressed through the industry consultation process.

FIATA stated that IATA communicated the proposed reforms to the freight forwarding sector only in January 2026, shortly before Regional Joint Council and IFCC consultations took place.

According to the association, this left insufficient time for stakeholders to conduct detailed legal analysis, operational evaluations and insurance assessments of changes carrying potentially far-reaching implications for international air cargo operations.

Industry observers note that liability frameworks in airfreight are highly complex and interconnected, involving multiple jurisdictions, contractual structures and internationally recognised legal conventions.

As a result, changes affecting risk allocation and contractual obligations typically require lengthy technical evaluation and cross-sector consultation before implementation.

FIATA argued that proposals of this magnitude should not be introduced through an accelerated process without comprehensive industry-wide impact assessment and consensus-building among affected stakeholders.

Insurance Sector Flags Potential Claims and Coverage Challenges

The insurance community has emerged as one of the most vocal groups expressing concern over the proposed framework.

FIATA said insurers participating in industry consultations highlighted uncertainty regarding the insurability of risks where liability may be imposed on parties lacking direct operational control.

According to stakeholders involved

in the discussions, this uncertainty could complicate underwriting practices, disrupt established claims-handling procedures and reduce predictability in determining legal responsibility following cargo incidents or compliance disputes.

Insurers reportedly warned that disconnecting liability exposure from operational control may create ambiguity regarding which party ultimately bears responsibility in the event of cargo loss, regulatory breaches or shipment irregularities.

Industry analysts believe such uncertainty could have broader consequences for cargo insurance markets, particularly as insurers increasingly focus on clearly defined liability structures and risk accountability amid growing geopolitical and operational volatility.

Broader Supply Chain Stability at Stake

FIATA's intervention comes at a time when the global air cargo sector is already facing significant external pressures, including geopolitical instability, supply chain disruption, evolving customs regulations, trade tensions and rising operational costs.

Against this backdrop, stakeholders have argued that preserving legal clarity and contractual predictability across international logistics networks is more critical than ever.

FIATA warned that introducing structural changes to liability frameworks without sufficient legal and operational clarity risks increasing disputes over contractual responsibility, weakening established recourse mechanisms and disrupting the smooth functioning of global cargo movements.

The organisation also stressed the importance of maintaining consistency with internationally recognised legal instruments such as the Montreal Convention, which forms the cornerstone of liability allocation in international air transport.

Industry experts note that the Montreal Convention has historically provided a globally accepted framework

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supporting legal certainty, uniformity and predictability in international cargo claims and carrier liability matters.

FIATA Calls for Balanced and Inclusive Industry Dialogue

While critical of the current process, FIATA emphasised that it recognises the underlying concerns raised by airlines regarding compliance obligations, due diligence requirements and risk visibility within increasingly complex global supply chains.

However, the association argued that any solution must be developed collaboratively and ensure that liability exposure remains appropriately aligned with operational responsibility and insurable risk.

FIATA said the IFCC review mechanism offers an opportunity for a broader, more structured reassessment involving all affected stakeholders,

including airlines, freight forwarders, insurers and shippers.

The organisation believes that such a review process would allow the industry to explore alternative approaches capable of addressing airline concerns without creating unintended legal or commercial imbalances across the supply chain.

FIATA reiterated its commitment to constructive engagement with IATA and industry stakeholders in pursuit of operationally workable and legally coherent solutions that reinforce resilience, clarity and predictability throughout the global air cargo ecosystem.

Potential Long-Term Implications for Global Air Cargo

Industry observers say the outcome of the review request could carry significant implications for the future

structure of contractual liability and digital cargo documentation within the international airfreight market.

As airlines, freight forwarders and regulators continue modernising cargo processes through digitisation and evolving compliance standards, the allocation of legal responsibility within increasingly interconnected supply chains is becoming a central issue for the industry.

The debate surrounding the DAWB reforms highlights the growing tension between operational efficiency, compliance oversight and legal accountability in global cargo transportation.

For now, stakeholders across the aviation logistics sector will be closely watching whether IATA agrees to reopen discussions and whether the proposed implementation timeline will ultimately be reconsidered.

Hactl's franchise at Hong Kong International Airport renewed for 15 years

Hong Kong Air Cargo Terminals Limited (Hactl) has signed a new 15-year extension of its handling franchise at Hong Kong International Airport (HKIA) with the Airport Authority Hong Kong.

The new agreement will run from July 2028, when the current franchise expires, through 2043. As the largest independent air cargo terminal operator in Hong Kong, Hactl will continue to strengthen and enhance the city's position as a leading international aviation hub through efficient, world-class, and future-ready services.

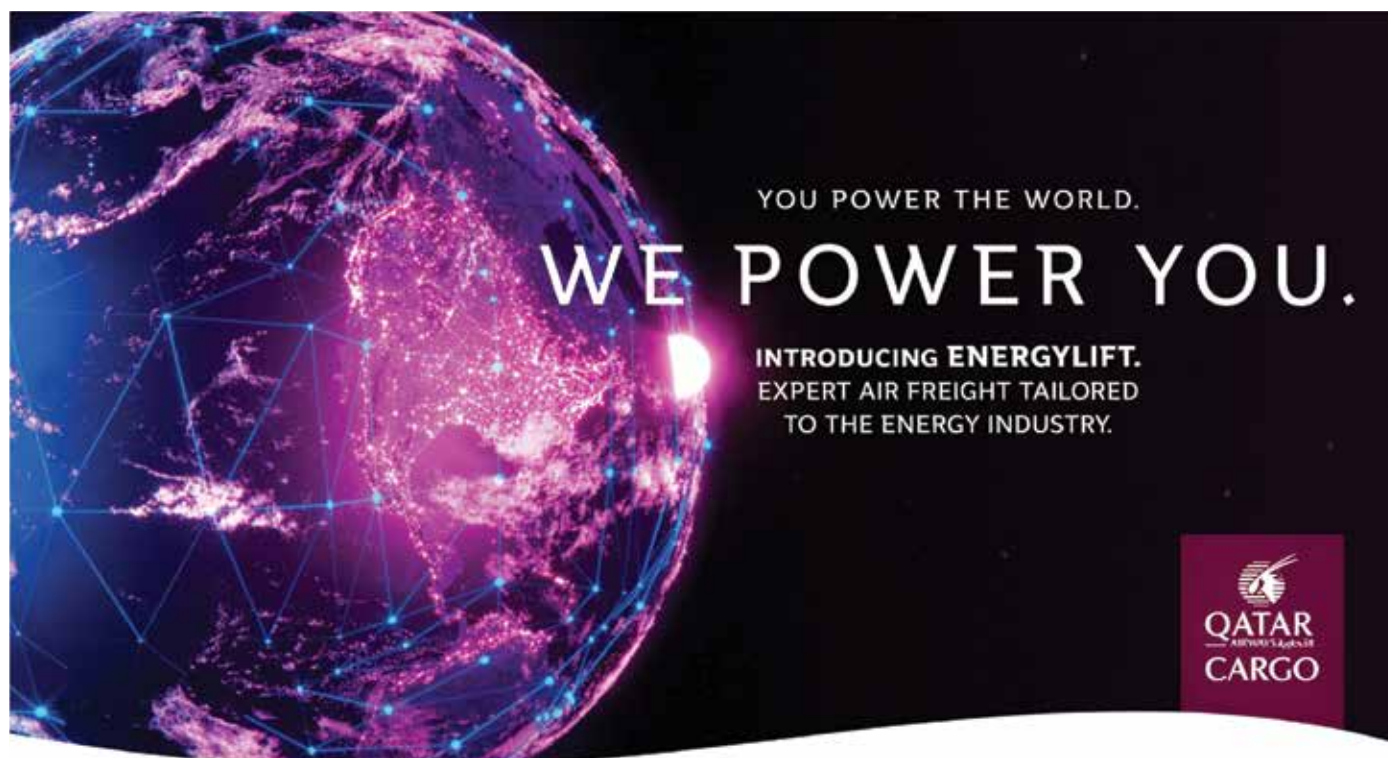
"The signing of this new agreement marks an important milestone for Hactl, underscoring our commitment to Hong Kong and our global outlook, while reaffirming our long-term support for the city's air cargo industry," said **Frosti Lau, Chief Executive of Hactl**. *"We will continue to invest heavily, with at least HKD 1 billion allocated to modernising infrastructure, deploying new technologies, and further embedding ESG principles into every facet of our operations — ensuring superior services while driving sustainable development."*

Lau added: *"With the completion and commissioning of the third runway, Terminal 2, and other facilities under the Three-Runway System, coupled with the government's strong backing,*



we are highly confident in the future of the air cargo industry. We will continue to leverage innovation and sustainability to actively align with Hong Kong's positioning as an international aviation hub under the National 15th Five-Year Plan, reinforcing air cargo as a vital pillar of Hong Kong's economic development."

Qatar Airways Cargo Sets a New Industry First with Dedicated Energy Logistics Solution EnergyLift



Qatar Airways Cargo is redefining air freight for the energy sector with the launch of EnergyLift – an industry first, airport-to-airport solution designed specifically to support the global energy ecosystem.

As the first air cargo carrier to introduce a fully specialised, end-to-end product for this vertical, Qatar Airways Cargo is addressing a long-standing gap in the market: the need for a fast, reliable and tailored logistics solution for time-critical energy infrastructure components.

Launching today, EnergyLift marks a new milestone in specialised air cargo, combining the airline's global network, operational expertise and flexibility into a single, purpose-built

offering. The product is engineered to support critical, time-sensitive operations across sectors including oil and gas, power generation, renewable energy (solar and wind) and water infrastructure.

EnergyLift is the first product of its kind to bring together priority handling, rapid transfer capabilities and specialised logistics features under one integrated product. This includes high loading priority, four-hour tail-to-tail transfers, and the capability to transport oversized and complex shipments — ensuring vital equipment reaches destination airports within hours.

Designed with operational resilience in mind, the product also incorporates

advanced handling for dangerous goods and optional temperature control.

End-to-end shipment monitoring and 24/7 customer support is provided when combined with Q-Prime for guaranteed uplift in critical recovery scenarios, further reinforcing its role as a mission-critical logistics solution. The product is available for booking via Qatar Airways Cargo's Digital Lounge e-booking platform and through the cargo carrier's third-party booking platforms.

With this launch, Qatar Airways Cargo not only expands its portfolio of specialised products, but also sets a new benchmark for how the air cargo industry supports the evolving needs of the global energy sector.

Globe Air Cargo France Strengthens ANA and NCA Cargo Operations in France



Jean Ceccaldi

- ECS Group's Globe Air Cargo France is partnering with All Nippon Airways and Nippon Cargo Airlines to support NCA's cargo integration and growth in France, acting as a single sales interface to improve load factors, visibility and commercial efficiency.
- The combined freighter and passenger network expands customer access to capacity, destinations and specialised cargo solutions, with GAC France targeting key verticals including aerospace, pharma, automotive, high-tech, oversize cargo and other high-value commodities.
- NCA operates five weekly Boeing 747-8F services from Paris CDG to Japan, alongside regular flights to major Asian hubs including Hong Kong, Shanghai, Bangkok, Singapore and Taipei, while GAC France is driving efficiency through digital tools such as CargoAi and SkyPallet.

ECS Group's Globe Air Cargo France (GAC France) is strengthening the cargo presence of Japan's All Nippon Airways (ANA) and Nippon Cargo Airlines (NCA) in the French market, as the two carriers deepen the integration of their air cargo networks to enhance capacity access, operational efficiency and customer reach across Europe and Asia.

The partnership positions GAC France as the single commercial and sales interface for both airlines in France, streamlining customer engagement while supporting improved load factors, network visibility and cargo management efficiency. The collaboration also reflects the broader transformation underway in the global air cargo sector, where airlines are increasingly consolidating resources

and investing in digitalisation to optimise capacity utilisation and strengthen specialised cargo offerings.

Under the arrangement, GAC France will support the combined ANA and NCA network by driving commercial growth, strengthening key customer relationships and expanding market penetration across several strategic cargo verticals. The initiative is expected to provide French exporters and freight forwarders with broader access to Asian destinations, increased freighter capacity and more integrated cargo solutions through a single operational platform.

Jean Ceccaldi, Chief Executive Officer of ECS Group, said the cooperation represents an important milestone in the evolving partnership between ANA and NCA, while also

reinforcing France's role as a major European gateway for trade with Asia.

"GAC France is at the forefront of this historic cargo integration and will actively contribute towards optimising NCA's capacity and network usage," Ceccaldi said. "The combination of freighter and passenger operations creates a much broader offer for customers in terms of products, destinations and available capacity, all managed through a single interface."

The partnership comes as demand for high-value and specialised cargo shipments between Europe and Asia continues to rise, particularly across sectors such as aerospace, pharmaceuticals, automotive components, electronics and temperature-sensitive freight.

GAC France already operates a

centralised ANA Cargo team that coordinates operations, customer service and key account management. With the integration of NCA's network and customer base, the company will also expand its focus to include oversized cargo, cargo aircraft only (CAO) shipments and other specialised commodities requiring dedicated handling expertise.

NCA currently operates five weekly Boeing 747-8 freighter services from Paris Charles de Gaulle Airport, routing via Amsterdam or Frankfurt to major destinations across Japan, including Tokyo Narita, Tokyo Haneda, Okinawa, Osaka Kansai, Nagoya and Fukuoka. The airline also provides regular connectivity to major Asian cargo hubs such as Hong Kong and Shanghai through daily services, while Bangkok is served three times per week and Singapore and Taipei twice weekly.

The expanded network is expected to offer greater flexibility for freight forwarders moving goods between Europe and Asia, while supporting

faster transit times and improved cargo flow management.

Franck Tordjman, Managing Director of Globe Air Cargo France, said the collaboration would help deliver stronger market visibility and enhanced service quality for customers in France.

"We are proud to support NCA in strengthening its presence in France," Tordjman said. "By combining GAC France's local market expertise with NCA's extensive network and product capabilities, we can create new opportunities for customers while delivering greater efficiency, visibility and added value across important cargo sectors."

Digitalisation also forms a key component of the partnership strategy. ECS Group said GAC France will utilise several of its technology-driven cargo management solutions to improve booking efficiency, capacity optimisation and customer access to real-time shipment information.

The company's digital ecosystem

includes CargoAi for real-time capacity visibility and instant quote-to-booking functionality, as well as SkyPallet, a platform designed to maximise pallet and aircraft load optimisation. ECS Group believes such tools will become increasingly critical as cargo operators seek to improve operational productivity amid growing global trade complexity and evolving shipper expectations.

Ceccaldi noted that expanding cargo networks and increasingly diverse product portfolios require advanced digital infrastructure to maintain operational efficiency and customer responsiveness.

"The larger the network and greater the product scope, the more important it becomes to ensure maximum process efficiency," he said. "Digitalisation is therefore essential to support operational excellence and ensure the best possible use of available capacity."

The strengthened ANA-NCA collaboration through GAC France also underlines the continuing strategic importance of Europe-Asia cargo corridors, particularly as supply chains diversify and demand grows for reliable, high-frequency air freight services capable of handling specialised and high-value shipments.



Glasgow Prestwick Airport Launches Scheduled Shanghai Cargo Service, Expanding UK-China Trade Connectivity

- Glasgow Prestwick Airport has confirmed a new direct cargo route to Shanghai Pudong International Airport, giving Scottish exporters access to one of Asia’s largest freight hubs and expanding the airport’s China cargo network.
- Air China Cargo will switch three of its four weekly Boeing 777 services from Guangzhou to Shanghai while maintaining 11 scheduled weekly flights to Prestwick, supporting growing UK e-commerce imports and exports of premium Scottish seafood and other time-sensitive goods.
- The new route follows strong cargo growth at Prestwick, which now handles 15 weekly mainland China services and three Hong Kong services, alongside milestones of more than 25 million e-commerce parcels processed since May 2025 and over one million kilograms of Scottish salmon exported since January 2026.



Glasgow Prestwick Airport has announced the launch of a new direct scheduled cargo route connecting Scotland with Shanghai Pudong International Airport, marking another significant milestone in the airport’s rapidly expanding China cargo network and reinforcing its growing role as a strategic gateway for UK-China trade and e-commerce logistics.

The new service, operated by Air China Cargo, was officially confirmed on May 28, 2026, and will provide Scottish exporters and UK logistics operators with direct access to one of Asia’s largest and most influential freight hubs.

Under the revised network arrangement, Air China Cargo will switch three of its four weekly Boeing



777 freighter services currently operating from Guangzhou Baiyun International Airport to Shanghai Pudong International Airport, while maintaining a strong overall operational footprint at Prestwick with a total of 11 scheduled weekly services to and from the Scottish airport.

The addition of Shanghai significantly diversifies Prestwick's cargo connectivity across mainland China and strengthens the airport's position as an increasingly important logistics hub supporting transcontinental trade, cross-border e-commerce flows and time-sensitive export movements.

Strengthening Scotland's Access to Asian Markets

Airport executives described the new Shanghai route as a major strategic development for Scottish exporters and international freight forwarders seeking faster and more flexible access to Asian markets.

Ian Forgie, Chief Executive Officer of Glasgow Prestwick Airport, said the introduction of Shanghai into the airport's scheduled China network represents an important expansion of trade and logistics opportunities between the United Kingdom and Asia.

"Shanghai is a major global cargo hub and an important addition to Prestwick's scheduled China services," said Forgie.

"This new route gives cargo customers more choice across mainland China and strengthens our ability to support fast-growing e-commerce traffic into the United Kingdom.

"It also opens a valuable new trade lane for Scottish exporters, including producers moving premium seafood and other time-sensitive goods into Asia."

Industry observers note that Shanghai Pudong International Airport is one of the world's busiest cargo gateways and plays a critical role in global supply chains linking Asia with Europe and North America. Direct connectivity to Shanghai is expected to improve market access for Scottish

exporters while enhancing import capacity for inbound e-commerce shipments into the UK.

Cargo Growth Continues at Prestwick

The launch of the Shanghai service comes amid a sustained period of cargo expansion at Glasgow Prestwick Airport, which has increasingly positioned itself as a specialist hub for e-commerce logistics, perishables handling and China-UK freight connectivity.

Over the past year, the airport has experienced significant growth in scheduled cargo operations, with 15 weekly scheduled services now operating between Prestwick and mainland China, alongside an additional three weekly services linked to Hong Kong.

The airport has also reported major operational milestones linked to the rapid growth of e-commerce volumes and Scottish export activity.

Since May 2025, Prestwick has processed more than 25 million e-commerce parcels in partnership with major delivery operators including Royal Mail and Evri, highlighting the airport's growing importance in the UK's cross-border online retail supply chain.

In parallel, the airport recently confirmed that it has handled more than one million kilograms of Scottish salmon exports since January 1, 2026, underlining rising demand for premium Scottish seafood products across Asian markets.

Industry analysts say the combination of growing e-commerce imports and high-value perishables exports is helping establish Prestwick as a specialised cargo gateway capable of supporting both consumer-driven logistics and temperature-sensitive international trade flows.

Expanding Role in UK-China Logistics

The new Shanghai route further enhances Prestwick's role within the broader UK-China cargo corridor at a

time when demand for diversified trade lanes, resilient logistics infrastructure and faster transit times continues to increase.

The airport's expanding China network reflects broader trends within the global air cargo industry, where regional airports with dedicated cargo infrastructure are increasingly capturing traffic linked to e-commerce growth, perishables transportation and integrated multimodal supply chains.

Shanghai's addition to Prestwick's network is also expected to provide greater flexibility for freight forwarders and logistics providers managing cargo flows between the UK, mainland China and wider Asian markets.

Cargo industry stakeholders note that direct freighter connectivity to major Chinese hubs such as Shanghai and Guangzhou offers exporters improved access to manufacturing centres, distribution networks and international onward connections across the Asia-Pacific region.

Focus on Industry Engagement

As part of its continued international cargo expansion strategy, Glasgow Prestwick Airport has also confirmed its participation at the upcoming Air Cargo China 2026 trade fair, scheduled to take place in Shanghai from June 24 to June 26.

The airport will exhibit at Booth W5.447, where it plans to promote its expanding cargo capabilities, UK-China trade connectivity and specialist handling services to global freight operators, airlines and logistics partners.

Industry observers say Prestwick's growing visibility in Asian cargo markets reflects the airport's ambition to strengthen long-term partnerships with Chinese carriers and position itself as a preferred logistics gateway for UK imports and exports.

With scheduled cargo capacity between Scotland and China continuing to expand, the launch of the Shanghai service represents another step in Prestwick's transformation into a major player within the UK's international air cargo landscape.

Glasgow Prestwick Airport Marks First Anniversary of Air China Cargo Partnership with Major Expansion in China Freight Network



Scheduled freighter services grow from three to 11 weekly flights as Prestwick strengthens its position as a key UK gateway for e-commerce, perishables and high-value exports connecting Scotland with mainland China.

Glasgow Prestwick Airport has celebrated a year of successful cargo operations with Air China Cargo, a partnership that has significantly expanded air freight connectivity between Scotland and China. Since launching scheduled freighter

services in June 2025, operations have grown from three to 11 weekly flights, supporting rising e-commerce demand, boosting Scottish exports including premium seafood products, and creating hundreds of jobs while reinforcing Prestwick's role as a strategic cargo hub in the United Kingdom.

Glasgow Prestwick Strengthens Position as China-Scotland Cargo Gateway

Glasgow Prestwick Airport has

marked a significant milestone in its air cargo development strategy, celebrating one year of scheduled freighter operations with Air China Cargo, a partnership that has transformed the airport's connectivity with mainland China and accelerated growth across multiple cargo sectors.

Since Air China Cargo selected Prestwick as one of its UK cargo gateways in June 2025, the collaboration has expanded rapidly, growing from an initial three weekly freighter services to 11 scheduled

flights per week connecting Scotland directly with major Chinese logistics centres including Chengdu, Shanghai and Guangzhou.

The expansion reflects increasing demand for reliable trade corridors linking Asia and Europe, particularly in the fast-growing e-commerce, perishables and high-value goods sectors.

Cargo Growth Drives New Trade Opportunities

The enhanced network has significantly strengthened trade links between Scotland and China, creating additional opportunities for both imports and exports.

Inbound cargo volumes have been largely driven by e-commerce shipments, while outbound services have provided Scottish exporters with faster and more efficient access to one of the world's largest consumer markets.

Airport officials said the partnership demonstrates the value of combining specialist cargo infrastructure, available runway capacity and direct access to key international markets.

Ian Forgie, Chief Executive Officer of Glasgow Prestwick Airport, highlighted the strategic importance of the collaboration.

"Air China Cargo's first year at Prestwick shows how runway capacity, specialist cargo handling and direct access to major Asian markets can work together to create reliable trade lanes," he said.

"The partnership has moved from a single Guangzhou service to a wider mainland China network, giving shippers more resilience, more schedule choice and a faster route for e-commerce imports and time-sensitive exports."

E-commerce Volumes Continue to Surge

One of the most significant outcomes of the partnership has been the rapid growth in cross-border e-commerce traffic.

Prestwick's dedicated e-commerce handling infrastructure has processed

more than 25 million parcels over the past year, underlining the airport's growing role in facilitating online retail trade between Asia and Europe.

The rise in e-commerce volumes mirrors broader industry trends as consumers increasingly rely on international online marketplaces and retailers seek faster fulfilment options across global markets.

Industry observers note that dedicated freighter services have become increasingly important in maintaining supply chain reliability amid rising consumer demand and evolving trade patterns.

Scottish Salmon Exports Reach New Heights

Alongside e-commerce, the airport has strengthened its position as a leading export gateway for Scotland's premium food products.

Prestwick reported that more than one million kilograms of Scottish salmon have been exported through the airport since January 2026, supported by specialised cold-chain infrastructure and dedicated handling facilities.

The airport's cargo operations include 87 tonnes of refrigerated storage capacity and specialist cool-chain teams that ensure temperature-sensitive products maintain quality and freshness throughout the transportation process.

The expansion reflects increasing demand for reliable trade corridors linking Asia and Europe, particularly in the fast-growing e-commerce, perishables and high-value goods sectors.

The direct connectivity to China has provided Scottish seafood exporters with improved market access while reducing transit times for highly perishable products.

Expanding Mainland China Connectivity

Over the past year, Prestwick's China network has expanded substantially.

Key developments have included the introduction of daily services to Chengdu, the launch of scheduled Shanghai operations and continued growth of Guangzhou frequencies. Together with additional Hong Kong capacity, the airport now handles approximately 15 scheduled services each week connecting Scotland with mainland China.

The increased connectivity offers freight forwarders, exporters and logistics providers greater flexibility and capacity options while improving supply chain resilience.

Economic Impact and Future Growth

The airport said the cargo expansion has contributed to the creation of more than 250 direct jobs while supporting broader economic activity across logistics, warehousing, freight handling and related sectors.

As demand for e-commerce logistics, perishables transportation and high-value exports continues to grow, industry stakeholders expect the Prestwick-China corridor to play an increasingly important role in UK-Asia trade flows.

The success of the Air China Cargo partnership also reinforces the growing importance of regional airports in supporting international cargo networks, particularly as global supply chains seek greater diversification, flexibility and operational efficiency.

With expanding freighter capacity, dedicated cargo infrastructure and strong links to major Asian markets, Glasgow Prestwick Airport is positioning itself as one of the UK's most significant gateways for air freight trade between Europe and China.

GMR Airports Reports Record FY26 Performance as Cargo Volumes Reach Historic Highs Across Delhi and Hyderabad

Airport operator posts 40% revenue growth, expands cargo infrastructure and strengthens logistics capabilities with new Hyderabad cargo terminal and Delhi cargo concession



and the award of Delhi Airport's Cargo Terminal 1 concession further reinforce the company's ambitions to become a leading player in India's rapidly growing air cargo ecosystem.

Cargo Growth Emerges as a Key Driver of Record Financial Performance

GMR Airports Limited has reported a landmark financial year for FY26, with total income rising 40% year-on-year to 152 billion (approximately US\$1.6 billion), supported by robust passenger traffic growth, expanding airport operations, and record-breaking cargo performance across its airport network.

The airport infrastructure operator also posted a record EBITDA of US\$647.96 million, representing a 47% increase over the previous year. Most notably, the company achieved a profit after tax (PAT) of US\$49.73 million, marking its first positive annual net profit in more than ten years.

The results underscore the growing contribution of cargo operations to GAL's diversified airport business strategy, as the company continues to invest in logistics infrastructure and cargo handling capabilities across key aviation gateways in India.

Strategic Expansion Strengthens Cargo Portfolio

A major highlight of FY26 was GAL's success in securing the concession to upgrade, modernise, finance, operate, manage and maintain Cargo Terminal 1 at Delhi Airport.

The award significantly strengthens the company's position in India's



GMR Airports Limited (GAL) has delivered its strongest financial performance to date, reporting a 40% year-on-year increase in revenue and its first annual profit in more than a decade. The milestone year was

underpinned by record cargo volumes at both Delhi and Hyderabad airports, major investments in cargo infrastructure, and strategic expansion of its airport logistics business. The commissioning of a new cargo terminal in Hyderabad

largest air cargo market and provides a platform for future cargo growth at one of South Asia's most important logistics hubs.

The company noted that it had already been operating the facility on an interim basis since May 15, 2025, following the termination of the previous concession arrangement, ensuring uninterrupted cargo operations and service continuity for customers and stakeholders.

The development aligns with GAL's broader strategy of expanding airport-adjacent businesses and enhancing integrated logistics capabilities throughout its airport network.

Hyderabad Cargo Terminal 2 Boosts Capacity and Pharma Handling

Further strengthening its cargo infrastructure portfolio, GAL commissioned Cargo Terminal 2 at Hyderabad Airport in May 2026.

The newly launched facility has an initial annual handling capacity of approximately 50,000 metric tonnes, with built-in provisions to expand capacity to 100,000 metric tonnes as demand grows.

Designed to cater to evolving cargo requirements, the terminal includes a large temperature-controlled pharmaceutical handling zone capable of supporting the transportation of temperature-sensitive pharmaceutical products and perishables.

The investment reinforces Hyderabad's position as one of India's leading pharmaceutical export gateways and supports growing demand from healthcare, life sciences, and perishables supply chains.

Industry observers view the expansion as a strategic move to capture increasing volumes of high-value and specialised cargo, particularly as India continues to strengthen its position as a global pharmaceutical manufacturing hub.

Delhi Airport Achieves Highest-Ever Cargo Throughput

Delhi Airport delivered its strongest

cargo performance on record during FY26, handling approximately 1.15 million metric tonnes of cargo, the highest annual throughput in the airport's history.

The cargo milestone reflects growing international trade activity, increasing e-commerce demand, and the airport's continued importance as a key gateway for global air freight movements.

Financially, Delhi Airport recorded total income of US\$806.31 million, representing a 33.5% year-on-year increase.

EBITDA surged 64.4% to a record US\$303.64 million, while the airport posted a profit after tax of US\$50.26 million, a dramatic turnaround from the loss of US\$102.83 million reported in FY25.

The results highlight both operational efficiencies and strong growth across passenger and cargo segments.

Hyderabad Airport Delivers Record Cargo and Profitability

Hyderabad Airport also registered a record year for cargo operations, handling approximately 187,000 metric tonnes during FY26—the highest annual cargo throughput in its history.

The airport reported total income of US\$271.61 million, up 9.7% compared with the previous year.

EBITDA reached a record US\$170.05 million, reflecting a 9.4% increase, while profit after tax climbed to US\$44.99 million from US\$20.02 million in FY25.

The profit marks Hyderabad Airport's strongest financial performance since FY20.

During the year, the airport also completed a significant refinancing initiative, raising approximately US\$221 million through 15-year non-convertible debentures carrying a coupon rate of 7.6%.

The proceeds were used to refinance existing dollar-denominated debt, a move expected to reduce financing costs by more than 150 basis points and further strengthen long-term profitability.

Cargo Infrastructure Supporting India's Air Freight Growth

The latest investments by GMR Airports come at a time when India's air cargo market is experiencing sustained growth, driven by e-commerce expansion, pharmaceutical exports, perishables, manufacturing supply chains, and increasing international trade connectivity.

Industry analysts note that cargo infrastructure is becoming an increasingly important revenue stream for airport operators as they diversify beyond traditional aeronautical income sources.

The development of specialised facilities such as pharmaceutical handling zones, temperature-controlled storage infrastructure, and dedicated cargo terminals is expected to play a crucial role in supporting future growth.

By expanding cargo capacity and strengthening operational capabilities at both Delhi and Hyderabad, GAL is positioning itself to capitalise on the growing demand for integrated logistics solutions across India and international markets.

Strong Fourth Quarter Completes Record Year

For the fourth quarter ended March 31, 2026, GMR Airports reported total income of US\$425.97 million, representing a 36% year-on-year increase.

Quarterly EBITDA rose 38% to US\$163.22 million, further reinforcing the momentum achieved throughout the fiscal year.

As cargo volumes continue to grow and airport logistics emerge as a strategic growth pillar, GMR Airports appears well positioned to strengthen its role in India's evolving aviation and supply chain landscape.

The combination of expanding cargo infrastructure, record throughput levels, and strong financial performance signals a new phase of growth for the airport operator as it seeks to build one of the country's most comprehensive airport-led logistics ecosystems.

Yusen Logistics partners with cargo.one to deploy its AI-powered operating system for global air freight sales and procurement



Yusen Logistics, a global supply chain logistics providers, and cargo.one, the AI technology provider for logistics, today announced a partnership to enhance its global air freight sales and procurement operations. Through the collaboration, Yusen Logistics is rolling out cargo.one's AI-powered operating system across rate procurement and management, quoting, and booking functions, including inter-branch transactions.

Yusen Logistics adopts cargo.one's AI-powered platform across its global

air freight pricing and procurement operations

A cargo.one managed network links over 100 Yusen Logistics branches globally, enabling instant quoting to win shipments faster and enhancing Global Connectivity.

The partnership accelerates Yusen Logistics' procurement transformation, delivering AI-Driven Efficiency and establishing a data foundation for future AI innovations.

As air freight procurement grows in complexity, Yusen Logistics is using cargo.one's AI-native platform

to unify how air capacity is managed globally. The platform enables teams to compare live, static, contract, and consolidation rates — together with local and trucking charges — in one standardized system. This centralized approach supports faster quoting, sharper pricing, and more data-driven decision-making across regions. Integration with Yusen Logistics' Transport Management System (TMS) is planned to further enhance operational efficiency.

Eisuke Fukagawa, Head of Air Freight Forwarding Unit, Yusen



Implementing cargo.one's AI-powered operating system represents an important step in Yusen Logistics' journey towards pricing digitalization and broader procurement modernization. cargo.one's technology and innovative approach strengthen how we manage air freight capacity globally, and directly support our long-term strategic objective.

- Eisuke Fukagawa, Head of Air Freight Forwarding Unit, Yusen Logistics Global Management Co.,Ltd.

It is an honor to collaborate with Yusen Logistics globally to maintain the most advantageous procurement and sales infrastructure for its global operations with our AI-native operating system. With the best market data and technology driving its workflows, Yusen Logistics will now multiply the value of its resources and capabilities at scale.

- Moritz Claussen, Founder and Co-CEO of cargo.one,



Logistics Global Management Co.,Ltd.

Eisuke Fukagawa, Head of Air Freight Forwarding Unit, Yusen Logistics Global Management Co.,Ltd. commented, "Implementing cargo.one's AI-powered operating system represents an important step in Yusen Logistics' journey towards pricing digitalization and broader procurement modernization. cargo.one's technology and innovative approach strengthen how we manage air freight capacity globally, and directly support our long-term strategic objective".

Moritz Claussen, Founder and Co-CEO of cargo.one, added "It is an honor to collaborate with Yusen Logistics globally to maintain the most advantageous procurement and sales infrastructure for its global operations

with our AI-native operating system. With the best market data and technology driving its workflows, Yusen Logistics will now multiply the value of its resources and capabilities at scale"

Moritz Claussen, Founder and Co-CEO of cargo.one

In addition, the partnership also includes a global managed network tailored to Yusen Logistics' business needs. More than 100 branches worldwide now have real-time access to the best rates and service options across the Yusen Logistics network, improving visibility, consistency, and alignment across regions. The infrastructure has been co-built with a focus on maximizing service options and quoting experience for every Yusen Logistics customer.

By modernizing its set-up with cargo.one, Yusen Logistics establishes a reliable, single source of truth for rates — a foundation critical to powering both its human teams and AI-driven processes (such as automated quoting, booking, sales and support) as these capabilities grow across the organization. As a strategic partner, cargo.one helps Yusen Logistics to remain continually aligned with the highest industry standards for rate reliability, data quality, and availability – aspects that directly impact its operational performance and competitiveness. Both Yusen Logistics and cargo.one are committed to work closely with a shared mission to grow the customer value generated through Yusen Logistics' pricing and procurement.

First Fully Electric Cargo Aircraft Lands at Ostend-Bruges Airport, Marking New Chapter in Sustainable Air Freight

Demonstration flight highlights growing role of regional airports in advancing low-emission cargo aviation across Europe

Ostend-Bruges Airport has welcomed its first fully electric cargo aircraft, marking a significant milestone in the evolution of sustainable air freight operations in Europe. The demonstration flight, conducted as part of a series of operational test flights across the Benelux region, underscores the strategic role regional airports can play in accelerating the adoption of low-emission aviation technologies. The initiative is expected to pave the

way for future applications in critical cargo transport, medical logistics, e-commerce distribution, and eventually regional passenger services.

Electric Cargo Flight Demonstrates Future of Regional Air Logistics

In a landmark development for sustainable aviation and air cargo innovation, Ostend-Bruges Airport has hosted its first fully electric cargo aircraft, becoming one of the latest European airports to participate in

real-world testing of next-generation electric aviation technologies.

The aircraft's stopover at the NSAC Business Terminal formed part of a broader programme of operational test flights being conducted across the Benelux region. The initiative is being jointly supported by Ostend-Bruges Airport and Antwerp Airport as part of a long-term strategy to position regional aviation hubs at the forefront of aviation decarbonisation.

The demonstration reflects



growing industry efforts to develop environmentally sustainable alternatives to conventional air transport while maintaining the speed and reliability that are essential to modern logistics networks.

Regional Airports Positioned as Innovation Hubs

Industry experts increasingly view regional airports as ideal testing grounds for emerging aviation technologies due to their operational flexibility, available infrastructure, and lower congestion levels compared to major international hubs.

Nathan De Valck, Chief Executive Officer of Ostend-Bruges Airport and Antwerp Airport, emphasized the strategic importance of regional airports in supporting aviation's sustainability transition.

"Regional airports like Ostend-Bruges and Antwerp have the necessary space and operational flexibility required to thoroughly test and further scale up new technologies such as electric flying," said De Valck.

"In this way, we can and want to play a pioneering role in making the aviation sector more sustainable."

The initiative aligns with broader European Union and aviation industry objectives aimed at reducing carbon emissions while maintaining connectivity across regional markets.

New Opportunities for Regional Air Cargo Networks

The emergence of electric aviation is expected to reshape regional air transport over the coming decade, particularly on shorter routes where battery-powered and hybrid-electric aircraft are likely to be commercially viable first.

Current aircraft concepts under development are designed to efficiently connect secondary cities, regional business centres, and logistics hubs within a range of approximately 500 to 1,000 kilometres.

This operational profile creates significant opportunities across Western Europe, where densely

populated economic corridors offer strong demand for rapid cargo transportation.

According to De Valck, the geographical location of Ostend-Bruges and Antwerp airports places them in an advantageous position to benefit from the growth of electric aviation.

"Our airports are located in the economic heart of Western Europe. The Netherlands, France, Germany, the United Kingdom and Luxembourg are all within easy reach," he noted.

For logistics providers, the development could create new regional air cargo corridors that combine speed, sustainability, and operational efficiency.

Medical Logistics and Time-Critical Cargo Expected to Lead Adoption

While widespread deployment of electric cargo aircraft remains several years away, industry stakeholders believe the earliest commercial applications will focus on specialised logistics segments where speed and reliability outweigh payload limitations.

Among the most promising use cases are the transportation of organs for transplantation, urgent pharmaceutical shipments, medical supplies, and other life-critical cargo.

Electric aircraft are also expected to support the growing demand for rapid movement of high-value and small-scale shipments, including premium e-commerce products, technology components, and specialised industrial goods.

By focusing initially on these niche sectors, operators can establish viable business models while battery technology and aircraft capabilities continue to mature.

The approach mirrors broader trends within sustainable aviation, where early adoption is expected in sectors requiring shorter-range operations and lower payload capacities.

Pathway Toward Broader Commercial Applications

Industry forecasts suggest that

advances in battery density, propulsion systems, and aircraft design could significantly expand the capabilities of electric aircraft over the next several years.

As technology matures, electric aviation is expected to move beyond cargo-only operations and begin serving regional passenger markets and corporate aviation segments.

"We expect the technology to be ready for a broader rollout within a few years, allowing regular passenger transport and business aviation to launch as well," De Valck said.

For airports, airlines, and logistics operators, the transition represents both a sustainability opportunity and a potential transformation of regional connectivity models.

Sustainability Driving Air Cargo Innovation

The successful demonstration at Ostend-Bruges Airport reflects a broader shift within the aviation and logistics sectors toward sustainable transport solutions.

As regulators, customers, and investors increasingly focus on environmental performance, airlines and cargo operators are exploring multiple pathways to reduce emissions, including sustainable aviation fuel (SAF), hydrogen propulsion, and electric aircraft technologies.

While large-scale electric operations remain in the developmental stage, demonstration flights such as the one conducted in Belgium provide valuable operational data and help build the ecosystem required for future commercial deployment.

For the air cargo industry, the arrival of electric aircraft signals the beginning of a new era in regional logistics—one where sustainability, innovation, and operational efficiency increasingly converge.

As testing progresses across Europe and beyond, regional airports are expected to play a critical role in shaping the future of low-emission air freight and next-generation aviation networks.

Air Canada Cargo Accelerates Digital Transformation with CHAMP Cargosystems Partnership



Carrier Adopts Next-Generation Cargospot neo Platform to Enhance Operational Efficiency, Revenue Management and Customer Experience Across Global Cargo Network

Air Canada Cargo has selected CHAMP Cargosystems' next-generation Cargospot neo platform as part of a major technology modernization initiative aimed at streamlining operations, enhancing visibility, and improving customer service across its global cargo network. The move reflects the growing importance of digital transformation in the air cargo industry as carriers increasingly invest in integrated technology solutions to improve efficiency, data transparency, and commercial performance.

Air Canada Cargo has embarked on a significant digital transformation journey with the selection of CHAMP

Cargosystems' Cargospot neo platform, reinforcing the carrier's commitment to modernising its cargo operations and strengthening its competitive position in the increasingly technology-driven air freight sector.

The Montreal-based airline will deploy a comprehensive suite of CHAMP's cargo management solutions across operational, commercial and revenue accounting functions, creating a unified digital ecosystem designed to improve workflow efficiency, data visibility and customer engagement throughout the cargo lifecycle.

The implementation follows a competitive tender process undertaken

by Air Canada Cargo to modernise technology across its global network while simplifying and consolidating its existing IT infrastructure.

Comprehensive Digital Cargo Management Platform

Under the agreement, Air Canada Cargo will adopt multiple components of the Cargospot neo ecosystem, including:

- Cargospot neo Airline
- Cargospot neo Handling
- Cargospot Mobile
- Cargospot neo Revenue Accounting

The integrated platform is designed to support end-to-end

cargo operations, enabling greater coordination between commercial, operational and financial functions while delivering real-time access to critical business information.

By replacing legacy systems with a modern cloud-enabled architecture, Air Canada Cargo aims to enhance operational agility and improve service quality for customers, freight forwarders and logistics partners worldwide.

Industry experts view such investments as increasingly essential as air cargo operators seek to manage growing shipment volumes, complex supply chains and rising customer expectations for visibility and responsiveness.

Driving Efficiency Through Digital Innovation

The adoption of Cargospot neo aligns with broader industry efforts to accelerate digitalisation and automation across air cargo operations.

According to CHAMP Cargosystems, the new platform will help Air Canada Cargo improve operational efficiency while providing a more transparent and responsive experience for customers and supply chain partners.

The system integrates operational execution, commercial management and financial processes into a unified environment, enabling faster decision-making and reducing manual intervention across key workflows.

As cargo operations become increasingly data-driven, airlines are investing heavily in technologies that support real-time shipment tracking, automated handling processes, revenue optimisation and predictive operational planning.

For Air Canada Cargo, the transition is expected to support greater scalability as cargo volumes continue to grow across domestic and international markets.

Industry Leaders Highlight Strategic Importance

Commenting on the partnership, Manuel Galindo, Chief Executive Officer

of CHAMP Cargosystems, emphasized the transformational nature of the deployment.

“With Cargospot neo, Air Canada is not simply replacing legacy technology. The airline is creating an environment where commercial insights, operational execution and financial accuracy come together in real time, enabling a more connected and efficient cargo business.”

The deployment reflects a wider trend across the air cargo sector, where digital transformation is increasingly viewed as a strategic imperative rather than an operational enhancement.

As global supply chains become more complex and customer expectations continue to evolve, airlines are under growing pressure to provide seamless digital experiences, faster information flows and enhanced operational reliability.

Supporting Growth in Cargo Revenues

The technology investment comes at a time when Air Canada Cargo continues to demonstrate resilience and growth in its cargo business.

During the first quarter of 2026, the carrier reported increased cargo revenues driven by higher shipment volumes across all markets and stronger yields within its domestic network.

Cargo operating revenues reached CAD 259 million during the quarter, representing a 3.5 percent increase compared with CAD 250 million recorded during the same period in 2025.

The performance reflects continued demand for air cargo services despite ongoing market volatility, evolving trade patterns and capacity constraints affecting several global trade lanes.

Industry analysts note that investments in digital infrastructure can play a critical role in supporting revenue growth by improving capacity utilisation, enhancing service reliability and enabling more effective commercial decision-making.

Digitalisation Reshaping the Air Cargo Industry

The Air Canada Cargo-CHAMP partnership highlights the accelerating pace of digital transformation across the global air freight industry.

Cargo management systems are increasingly becoming the backbone of modern cargo operations, enabling airlines to optimise resources, automate workflows and improve customer communication. Advanced platforms also provide deeper operational insights that support network planning, revenue management and performance monitoring.

As e-commerce, pharmaceutical logistics, high-tech cargo and time-critical shipments continue to expand, digital capabilities are becoming a key differentiator for cargo carriers seeking to enhance service quality and operational resilience.

The deployment of Cargospot neo positions Air Canada Cargo to leverage advanced digital tools while supporting future growth opportunities across its international cargo network.

Strengthening Competitive Position

For Air Canada Cargo, the transition represents more than a technology upgrade. It signals a strategic commitment to building a modern, scalable and customer-focused cargo operation capable of meeting the demands of an increasingly digital logistics environment.

With global air cargo markets continuing to evolve rapidly, investments in intelligent cargo management platforms are expected to remain a priority for airlines seeking to improve efficiency, reduce operational complexity and deliver greater value to customers.

As the industry embraces the next phase of digital transformation, Air Canada Cargo's adoption of CHAMP's Cargospot neo platform marks an important step toward creating a more connected, data-driven and resilient cargo ecosystem.

Kalé Logistics and e-Smart Logistics Forge Strategic Alliance to Accelerate Air Cargo Digitalisation and End-to-End Shipment Visibility



Partnership combines advanced cargo technology and logistics expertise to deliver piece-level tracking, compliance capabilities and enhanced e-commerce solutions for global airlines



Amar More



Denis Ilin

In a move aimed at advancing digital transformation across the global air cargo sector, Kalé Logistics Solutions and e-Smart Logistics have entered into a strategic partnership that combines cutting-edge cargo management

technology with integrated logistics capabilities. The collaboration is designed to provide airlines with unprecedented shipment visibility, strengthen regulatory compliance, and support the growing demand for e-commerce and high-value cargo transportation

through an innovative end-to-end logistics model.

The air cargo industry's ongoing shift toward greater transparency, digitalisation, and operational control has received a significant boost with the announcement of a strategic partnership between Kalé Logistics Solutions and e-Smart Logistics (e-SL).

The agreement brings together Kalé's cloud-based cargo technology ecosystem and e-Smart Logistics' expertise in end-to-end logistics solutions, creating a comprehensive platform designed to enhance shipment visibility, improve compliance, and support airlines seeking to expand

their service offerings in fast-growing cargo segments.

Announced during the Executive Summit of the International Air Cargo Association (TIACA) in Warsaw, the partnership reflects a shared commitment by both companies to accelerate the digital transformation of the global air freight industry.

Addressing Growing Demand for Shipment Transparency

As global e-commerce volumes continue to surge and shippers demand greater accountability across supply chains, airlines are

increasingly required to provide detailed tracking and visibility capabilities at the individual package level.

The new collaboration seeks to address this challenge by enabling real-time monitoring of cargo at piece and Stock Keeping Unit (SKU) level, allowing airlines to offer enhanced transparency for customers moving e-commerce shipments, high-value goods, pharmaceuticals, aerospace components, automotive parts, and other specialised cargo.

According to industry stakeholders, the ability to monitor cargo beyond traditional shipment-level tracking is becoming a competitive differentiator, particularly in sectors where security, compliance, and delivery precision are critical.

Amar More, Co-founder and Chief Executive Officer of Kalé Logistics Solutions, highlighted the growing importance of visibility in today's cargo environment.

"E-commerce and high-value shipments continue to be growing verticals for the air cargo industry, and shippers are demanding more visibility for each package," said More.

"This partnership provides airlines with the tools to enhance their product portfolios, allowing them to compete for traffic by offering the piece and parcel-level visibility demanded and the service quality shippers expect."

Creating a 'Virtual Integrator' for Airlines

A key component of the partnership is the development of what the

companies describe as a "virtual integrator" model, enabling airlines to achieve a higher degree of control across the shipment lifecycle without the need for extensive physical logistics infrastructure.

Through the integration of Kalé's digital cargo solutions and e-Smart Logistics' operational capabilities, airlines will gain access to a more connected logistics ecosystem capable of managing cargo flows from origin to destination with enhanced efficiency and oversight.

The model is expected to help carriers strengthen their position in the highly competitive e-commerce market while also expanding opportunities in specialised cargo sectors requiring strict handling protocols and regulatory compliance.

Denis Ilin, Co-founder and Chief Executive Officer of e-Smart Logistics, said the aviation industry faces increasing pressure to meet evolving shipper expectations.

"Global airlines are competing in an increasingly complex environment where product portfolios must be developed to meet expectations around speed, transparency, quality, compliance, and cost-effectiveness," Ilin explained.

"These demands continue to rise, with all becoming non-negotiable requirements for shippers and authorities."

He added that the partnership will help airlines achieve end-to-end logistics capabilities while improving operational agility and customer service standards.

AvSys Integration Strengthens Compliance and Operational Control

Central to the partnership is the integration of Kalé's AvSys platform, a next-generation cargo management solution launched earlier this year.

The platform enables piece-level cargo tracking and supports regulatory compliance requirements, providing airlines with detailed visibility into every shipment moving through their networks.

Industry experts note that regulatory authorities worldwide are placing greater emphasis on cargo security, shipment identification, and operational transparency, particularly for high-risk and high-value consignments.

Ilin emphasised the growing importance of granular shipment data in maintaining safe and compliant operations.

"Airlines must know on a piece level what they are carrying to stay safe and fully compliant with current and future regulatory requirements," he said.

"Kalé's technology, combined with e-Smart Logistics' expertise, will allow air cargo carriers to reach a new level of operational sophistication with greater control and compliance."

Expanding Opportunities Across Multiple Cargo Verticals

While e-commerce remains a major focus of the collaboration, the partnership is also expected to unlock opportunities across several specialised cargo segments.

These include healthcare

logistics, pharmaceutical transportation, aerospace supply chains, automotive components, valuable cargo, and other sectors where precise shipment tracking and operational reliability are essential.

By combining digital visibility, compliance management, and integrated logistics execution, the companies aim to create a scalable framework that supports airlines in diversifying revenue streams and capturing growth in premium cargo markets.

Supporting the Industry's Digital Transformation Agenda

The partnership comes at a time when air cargo stakeholders are investing heavily in digital technologies to improve efficiency, resilience, and customer experience across global supply chains.

From real-time data sharing and automation to advanced tracking and predictive analytics, digitalisation is increasingly viewed as a critical enabler of future growth in the air freight sector.

The collaboration between Kalé Logistics Solutions and e-Smart Logistics reflects this broader industry trend, offering airlines a pathway toward more intelligent, connected, and transparent cargo operations.

As cargo volumes continue to grow and customer expectations evolve, integrated technology-driven solutions such as this are expected to play a central role in shaping the next generation of air cargo logistics.

Rotate

Acquires Data Build Company to Accelerate AI Adoption and Transform Air Cargo Data Management



Strategic acquisition strengthens Rotate's data engineering capabilities, expands consulting services and helps air cargo companies unlock the full value of data and artificial intelligence

Air cargo intelligence and technology specialist Rotate has acquired Netherlands-based Data Build Company (DBC), a leading data engineering consultancy, in a strategic move designed to enhance data quality, strengthen digital transformation initiatives and accelerate artificial intelligence (AI) adoption across the global air cargo industry. The acquisition forms the foundation of Rotate Data Services, a dedicated business unit aimed at helping airlines, freight forwarders, cargo handlers and logistics providers overcome long-standing data challenges that continue to hinder operational efficiency and innovation.

Rotate Expands Data Services Through Strategic Acquisition

As the air cargo industry increasingly embraces digital transformation and artificial intelligence, the quality, accessibility and reliability of data have emerged as critical success factors. Recognising this growing need, Rotate has announced the acquisition of Data Build Company (DBC), a specialist data engineering consultancy headquartered in the Netherlands.

The acquisition represents a significant step in Rotate's long-term strategy to support air cargo stakeholders with end-to-end data solutions, combining industry-specific expertise with advanced data engineering capabilities.

Through the integration of DBC, Rotate aims to strengthen its ability to help cargo businesses establish robust data foundations, improve system integration, eliminate inefficiencies and unlock greater value from digital investments.

Addressing One of Air Cargo's Biggest Challenges

Despite generating enormous volumes of operational, commercial and logistics data every day, the air cargo industry continues to face challenges in turning information into actionable intelligence.

Industry stakeholders often struggle with fragmented systems, inconsistent

data standards, duplicate records, incomplete datasets and poor data governance. These issues limit visibility across supply chains and create barriers to automation, predictive analytics and AI deployment.

Rotate believes that while many companies are eager to adopt AI-powered solutions, the effectiveness of such technologies depends heavily on the quality of underlying data.

By bringing DBC's expertise into the organisation, Rotate intends to help companies address these foundational issues before implementing advanced digital and AI-driven applications.

According to the company, improving data quality at the source is essential to enabling meaningful digital transformation and creating sustainable competitive advantages within the cargo sector.

Building the Foundation for AI-Driven Cargo Operations

The acquisition comes at a time when artificial intelligence is becoming a strategic priority for airlines, freight forwarders, cargo terminals and logistics service providers worldwide.

From demand forecasting and capacity optimisation to predictive maintenance and automated customer service, AI applications are rapidly gaining momentum across the logistics ecosystem.

However, experts consistently point to data readiness as the biggest obstacle to successful AI implementation.

Ryan Keyrouse, Chief Executive Officer of Rotate, highlighted the importance of solving data quality issues before organisations can fully benefit from emerging technologies.

"The air cargo industry is excited about AI, and we want to help enable that. Over 15 years we've received enormous amounts of data with all the quality issues that come with it and that has made us very good at fixing them. Now we want to fix those issues at the source," said Keyrouse.

He noted that Rotate launched Rotate Data Services in response

to growing demand from industry stakeholders seeking specialist support tailored specifically to air cargo data challenges.

The acquisition of DBC, he added, significantly enhances the company's ability to deliver practical solutions that help customers maximise returns on technology investments while preparing their organisations for future AI adoption.

Combining Cargo Expertise with Enterprise Data Engineering

One of the key strengths of the acquisition lies in the complementary expertise of both organisations.

Rotate has established itself as a leading provider of data-driven consulting, analytics, software solutions and intelligence products for the air cargo industry. Its deep understanding of cargo operations, market dynamics and performance analytics has made it a trusted partner for airlines and logistics providers worldwide.

DBC, meanwhile, brings extensive experience in enterprise-scale data engineering projects across multiple industries, including aviation, logistics, pharmaceuticals, retail, financial services and government sectors.

The combination creates a unique offering that merges air cargo domain expertise with advanced technical capabilities.

Customers will now have access to a multidisciplinary team capable of supporting every stage of the data journey—from strategy development and architecture design to implementation, integration, governance and AI readiness.

Expanding Opportunities for Digital Transformation

The acquisition also reflects a broader trend across the logistics industry, where data management is increasingly viewed as a strategic business function rather than a purely technical requirement.

Companies that can effectively integrate and analyse data across operations are gaining significant advantages in areas such as operational

efficiency, customer experience, regulatory compliance and supply chain resilience.

Tom Schummer, Managing Partner of Data Build Company, said the partnership creates new opportunities to bring proven data management practices into the air cargo sector.

"Over the years, we have helped global organisations define data strategies, establish strong data foundations and adopt emerging technologies and AI capabilities aligned with their business objectives. We are excited to join Rotate and bring these best practices to the air cargo industry," Schummer said.

Strengthening CargoTech's Digital Vision

Rotate is part of CargoTech, a collaborative ecosystem of technology companies focused on accelerating digital transformation across the global air cargo industry.

The acquisition further strengthens CargoTech's vision of creating a more connected, intelligent and data-driven cargo ecosystem by enabling companies to improve decision-making, streamline operations and adopt innovative technologies more effectively.

As digitalisation becomes increasingly central to the future of air freight, industry observers believe investments in data quality and governance will become just as important as investments in software, infrastructure and automation.

With the integration of DBC and the expansion of Rotate Data Services, Rotate is positioning itself at the forefront of this evolution, helping air cargo stakeholders build stronger data foundations capable of supporting the next generation of intelligent logistics solutions.

The acquisition underscores a growing industry recognition that the future of air cargo will not simply be driven by data availability, but by the ability to transform that data into actionable insights, operational efficiency and competitive advantage.

Swissport Enters China with Launch of Smart Cargo Operations at Shanghai Pudong, the World's Second-Largest Air Freight Hub

New AI-enabled cargo terminal strengthens global connectivity, accelerates cross-border e-commerce flows, and establishes a blueprint for next-generation air cargo handling



Swissport International has officially launched cargo operations at the Digital & Intelligent International Cargo Terminal at Shanghai Pudong International Airport, marking its entry into the Chinese market and a significant milestone in its Asia growth strategy. The move positions the global aviation services provider at the centre of one of the world's fastest-growing cross-border e-commerce ecosystems while

introducing advanced automation, AI-enabled cargo management, and integrated global logistics capabilities to one of the world's busiest air freight gateways.

Swissport Establishes Strategic Presence in China's Air Cargo Market

Swissport International, one of the world's leading providers of airport ground services and air cargo handling

solutions, has commenced operations at Shanghai Pudong International Airport (PVG), strengthening its global cargo network and expanding its footprint into one of the most strategically important logistics markets worldwide.

The launch marks Swissport's first operational presence in mainland China and represents a major step in the company's long-term Asia-Pacific growth strategy. Shanghai Pudong,

widely recognised as the world's second-largest air cargo hub, handles approximately four million tonnes of freight annually and serves as a critical gateway for international trade, manufacturing exports, and cross-border e-commerce flows.

The new operation is being conducted through a strategic partnership with Smarex, a joint venture established between AVINEX Logistics, the logistics arm of the Shanghai Airport Authority, and China Eastern Airlines Logistics.

The collaboration combines Swissport's global cargo handling expertise, operational standards, and extensive international network with Smarex's advanced digital infrastructure and deep understanding of the Chinese logistics market.

A Milestone Year for Swissport's Global Expansion

The launch comes during Swissport's 30th anniversary year

and further reinforces the company's ambition to expand its presence across high-growth international markets.

Commenting on the development, Warwick Brady, President and Chief Executive Officer of Swissport International, described the Shanghai operation as a defining moment for the company's future growth strategy.

"Launching operations at Shanghai Pudong International Airport is a defining moment for Swissport in Asia and globally," Brady said.

He noted that the partnership brings together Swissport's international operational expertise with advanced AI-enabled infrastructure and intelligent logistics systems to create a new benchmark for cargo handling excellence.

Brady emphasized that the initiative places Swissport at the forefront of the rapidly expanding cross-border e-commerce sector, enabling Chinese exporters to connect more efficiently with consumers and businesses

around the world through Swissport's extensive international cargo network.

Strengthening Global Air Cargo Connectivity

One of the most significant advantages of the new operation is its integration into Swissport's worldwide network, which currently spans more than 312 airports across 49 countries.

The Shanghai facility will provide direct connectivity to major cargo gateways across North America, Europe, Latin America, Africa, the Middle East, and Asia-Pacific, creating seamless international trade corridors for importers, exporters, airlines, and freight forwarders.

Key destinations connected through the network include New York, Miami, Liège, Zurich, Amsterdam, and major airports across the United Kingdom.

According to Swissport, enhanced operational integration and standardized handling processes will enable shipments to reach key



international markets up to two days faster than previous routing options, improving supply chain efficiency and service reliability.

For freight forwarders and logistics providers, the enhanced connectivity offers greater flexibility in managing global cargo flows while reducing transit times across critical trade lanes.

Capitalising on China's Cross-Border E-Commerce Boom

The strategic significance of the Shanghai operation is closely linked to the continued expansion of China's e-commerce economy.

China remains the world's largest online retail market, accounting for more than 45% of global e-commerce transactions. Demand for Chinese-manufactured goods continues to rise internationally, driving sustained growth in cross-border e-commerce shipments and increasing reliance on air freight services.

Industry analysts estimate that China's cross-border e-commerce sector continues to expand at double-digit annual growth rates, supported by digital trade platforms, integrated supply chains, and growing consumer demand in overseas markets.

The new Swissport-Smarex facility has been specifically designed to support these evolving market dynamics, providing the speed, scalability, and efficiency required by modern e-commerce supply chains.

Advanced Infrastructure Designed for High-Volume Cargo Growth

The Digital & Intelligent International Cargo Terminal spans approximately 144,000 square metres and has been purpose-built to accommodate rising cargo volumes while supporting faster customs clearance and shipment processing.

A key feature of the facility is its innovative "inspect-first, then-deliver" customs model, which streamlines cargo movement and accelerates the release of international shipments.

The terminal also incorporates high-speed automated sorting systems

operating across four loop lines, enabling rapid processing of large shipment volumes while maintaining operational accuracy and visibility.

The infrastructure is expected to play a critical role in managing growing e-commerce traffic while supporting more efficient cargo handling for airlines and logistics providers.

Expanded Cold Chain Capabilities Strengthen Pharmaceutical Logistics

Beyond e-commerce, the facility significantly enhances Shanghai's capabilities in temperature-sensitive logistics.

The terminal includes approximately 15,000 square metres of dedicated cold chain infrastructure capable of handling cargo across temperature ranges from -60°C to +25°C.

This specialised environment supports the transportation of pharmaceuticals, biotechnology products, perishables, and other sensitive cargo requiring strict temperature control throughout the logistics chain.

Continuous 24/7 monitoring systems, combined with internationally recognised handling standards, are designed to ensure cargo integrity and compliance with stringent pharmaceutical logistics requirements.

The investment reflects growing demand for advanced healthcare logistics solutions, particularly as global pharmaceutical supply chains become increasingly dependent on reliable air freight services.

AI and Automation Drive Next-Generation Cargo Operations

A defining feature of the Shanghai operation is its extensive use of artificial intelligence, automation, and digital cargo management technologies.

The facility leverages integrated operational platforms that provide real-time visibility, cargo tracking, predictive decision-making, and automated workflow optimisation.

AI-enabled systems continuously

analyse cargo flows, resource allocation, and handling processes to improve efficiency, reduce bottlenecks, and support operational decision-making.

The terminal is also fully electrified, supporting the sustainability objectives shared by Swissport and Smarex while contributing to broader industry efforts to reduce the environmental footprint of ground handling operations.

These capabilities position the facility among the most technologically advanced cargo terminals currently operating in the global air freight sector.

Building a Blueprint for the Future of Smart Cargo Handling

Brad Moore, Chief Executive Officer of Swissport Asia Pacific, believes the operation will play a significant role in shaping the future of global cargo logistics.

"Shanghai Pudong International Airport already handles around four million tonnes of freight each year. Now, plugged into our global network, we expect volumes to grow by around 8 to 10 per cent over the coming years as connectivity and efficiency improve across key trade corridors," Moore said.

He added that the combination of intelligent infrastructure, integrated logistics processes, and global connectivity creates a powerful platform for future growth as demand for international e-commerce and air cargo services continues to accelerate.

Beyond operational performance, the Swissport-Smarex partnership is expected to serve as a model for future smart cargo terminals worldwide. By integrating local logistics expertise with international cargo handling standards and advanced digital technologies, the facility establishes a blueprint that could be replicated across other strategic cargo hubs within Swissport's global network.

As air cargo continues its digital transformation, the Shanghai Pudong operation represents a significant step forward in the evolution of intelligent, connected, and sustainable cargo logistics.

Group Concorde Expands Global Cargo Reach with Avianca Cargo Representation Across Five Strategic Markets



Group Concorde has announced a major expansion of its international cargo portfolio through a strategic commercial representation agreement with Avianca Cargo across five important global markets — the United Arab Emirates, Australia, New Zealand, Cambodia, and the Philippines.

The new partnership significantly strengthens Group Concorde's international air cargo network presence while enhancing market access between Asia-Pacific, the Middle East, and The Americas through Avianca Cargo's extensive freighter and passenger operations.

Under the agreement, Group Concorde will act as Avianca Cargo's primary commercial representative in the designated territories, serving as the central point of contact for freight forwarders, shippers, logistics providers, and cargo customers seeking access to Avianca Cargo's expansive network across North, Central, and South America.

The collaboration is expected to create stronger commercial connectivity between emerging and established trade markets, while supporting growing cargo demand between Asia-Pacific, the Middle East, and Latin America.

Industry analysts note that the partnership comes at a time when airlines and logistics companies are increasingly seeking to diversify trade lanes and strengthen cross-regional cargo connectivity amid evolving global supply chain dynamics and growing demand for reliable international airfreight capacity.

Avianca Cargo currently operates one of the region's most extensive cargo networks, serving more than 70 destinations throughout The Americas through a combination of over 220 weekly freighter flights and more than 1,600 weekly passenger flights. The carrier's network provides direct and high-frequency cargo connectivity into major commercial and manufacturing centres across the hemisphere.

The agreement gives customers in the UAE, Australia, New Zealand, Cambodia, and the Philippines improved commercial access to Avianca Cargo's broad route structure, supporting a wide range of cargo segments including perishables,

pharmaceuticals, e-commerce shipments, industrial cargo, and general freight.

The Middle East and Asia-Pacific regions continue to emerge as increasingly important contributors to global air cargo demand, particularly as businesses seek faster and more resilient logistics options connecting Asian manufacturing hubs with consumer and industrial markets across the Americas.

Through the partnership, Group Concorde will focus on strengthening customer engagement, expanding market awareness, and supporting cargo growth opportunities in the five territories while leveraging Avianca Cargo's established operational capabilities and network scale.

Ralph van Eijk, Chief Airline and Marketing Officer at Group Concorde, said the agreement reflects the company's growing international commercial footprint and long-term cargo development strategy.

"We are delighted to partner with Avianca Cargo across these five strategic markets. This collaboration reflects the confidence placed in Group Concorde's global capabilities, commercial strength and commitment to delivering value-driven cargo solutions. We look forward to building a successful and long-term partnership together while creating enhanced opportunities for customers across the region," he said.

The agreement further highlights the growing importance of strategic cargo representation partnerships in supporting airline expansion into new international markets without requiring direct infrastructure investment in every territory.

For Group Concorde, the partnership reinforces its role as a global cargo solutions provider with an expanding portfolio of airline partnerships and regional commercial representation capabilities.

At the same time, Avianca Cargo gains enhanced local market expertise and customer engagement support across strategically important regions with strong outbound and inbound cargo demand potential.

The collaboration is also expected to contribute to improved trade connectivity between Latin America and Asia-Pacific markets, particularly as trade flows continue to diversify across industries including manufacturing, pharmaceuticals, perishables, automotive components, and e-commerce.

As global cargo markets continue to evolve, partnerships such as this are increasingly becoming critical in building flexible, customer-focused logistics networks capable of supporting long-term international trade growth.

Hactl wins 2026 TIACA Air Cargo Sustainability Awards - Corporate Category



Michelle Choi



Manuel Galindo

Through Circular Materials” initiative, marking a significant milestone in the global air cargo industry’s transition towards circular and sustainable packaging solutions.

Presented by The International Air Cargo Association (TIACA), the award recognises organisations delivering measurable environmental innovation and sustainability leadership across the global air freight and logistics sector. Hactl’s project stood out for addressing one of the air cargo industry’s most persistent environmental challenges — the extensive use of single-use plastic packaging materials in cargo operations.

At the centre of the award-winning initiative is the development of aviation-grade polyethylene plastic sheets manufactured entirely from post-consumer recycled (PCR) materials. Hactl has become the world’s first air cargo terminal operator to successfully develop and laboratory-validate 100 percent closed-loop recycled plastic sheets capable of meeting the demanding operational and mechanical standards required in aviation cargo handling.

The achievement represents a major breakthrough for the industry, where efforts to increase recycled content in cargo packaging have historically faced technical limitations. Since 2022, Hactl had already transitioned to using plastic sheets containing between 30 percent and 50 percent recycled material. However, increasing recycled content beyond that level proved difficult because higher PCR concentrations typically reduce tensile strength, elasticity and processing

stability — all critical requirements in air cargo packaging applications.

To overcome these challenges, Hactl collaborated with the Nano and Advanced Materials Institute (NAMI), which has since merged with the Hong Kong Applied Science and Technology Research Institute. Together, the organisations developed an environmentally friendly, multi-layer polyethylene film structure designed to maintain aviation-grade mechanical performance while substantially increasing recycled content.

The result is a fully circular cargo packaging solution capable of delivering both sustainability and operational reliability without compromising handling efficiency or cargo protection standards.

The project also establishes a complete closed-loop recycling lifecycle within Hactl’s operations. Used plastic sheets collected from the company’s SuperTerminal 1 facility are processed into reusable pellets before being remanufactured into new packaging films made entirely from 100 percent post-consumer recycled material.

Industry observers say the innovation could set a new benchmark for sustainable cargo packaging globally, offering a practical and scalable solution for aviation logistics providers seeking to reduce environmental impact without affecting operational performance.

By breaking through the long-standing 50 percent recycled-content ceiling, the initiative significantly reduces reliance on virgin petrochemical resins and associated



Hong Kong Air Cargo Terminals Limited (Hactl), Hong Kong’s largest independent cargo handler, has secured the Corporate Category title at the 2026 TIACA Air Cargo Sustainability Awards for its pioneering “Redefining Cargo Packaging

carbon emissions. Hactl estimates the project has the potential to divert approximately 700 tonnes of plastic waste from landfill annually while extending the usable lifecycle of packaging materials and supporting broader circular economy objectives.

The project's implications also extend beyond aviation, potentially providing a replicable model for industries that depend on high-performance packaging materials across complex supply chains.

Commenting on the recognition, **Hactl Acting Chief Executive Michelle Choi** described the initiative as more than simply a material innovation project, highlighting its broader significance for the future of sustainable logistics.

"We sincerely thank the judges for this recognition of our sustainability efforts," Choi said. "The 100 percent closed-loop recycled plastic sheets are more than a material breakthrough; they offer a scalable model that combines environmental benefit, technical integrity and commercial viability, demonstrating how sustainable innovation can drive meaningful change across the air cargo industry."

The recognition further reinforces the growing importance of sustainability transformation within global aviation and logistics, as cargo operators increasingly focus on reducing waste, lowering emissions and developing circular operational models in response to environmental targets and evolving customer expectations.

The TIACA Air Cargo Sustainability Awards, organised in partnership with CHAMP Cargosystems, are among the industry's most recognised sustainability honours, celebrating innovation, environmental stewardship and operational excellence across the global air cargo ecosystem.

According to TIACA, the project successfully completed laboratory validation and demonstrated that recycled cargo film could achieve the durability, strength and performance requirements necessary for aviation cargo handling operations.

Beyond material innovation, the project also integrates operational deployment and closed-loop recycling processes designed to ensure used packaging materials can be recovered, recycled and reintroduced into the logistics chain.

Industry estimates suggest that full deployment of the initiative could divert approximately 700 tonnes of plastic waste annually away from landfill while significantly reducing lifecycle carbon emissions linked to cargo packaging production and disposal.

The recognition reflects the growing importance of sustainability initiatives across the global air cargo sector, where operators are increasingly seeking scalable solutions to reduce environmental impact while maintaining operational performance and regulatory compliance.

Manuel Galindo, Chief Executive Officer of CHAMP Cargosystems, said HACTL's project demonstrated how innovation and industry collaboration could generate measurable environmental benefits for the wider logistics community.

"HACTL's project demonstrates how innovation and collaboration can create practical sustainability solutions with real industry impact," Galindo said. "Their work not only advances circularity in air cargo operations but also establishes a scalable model that can inspire broader adoption across the global logistics sector."

TIACA Director General Glyn Hughes said the quality and ambition of this year's award submissions reflected the industry's increasing commitment to sustainability transformation.

"The level of innovation and commitment demonstrated by this year's applicants continues to show how seriously our industry is embracing sustainability," Hughes said. "HACTL's initiative stands out because it tackles a long-standing operational challenge with a solution that is practical, measurable and scalable for the wider air cargo community."

Alongside the Corporate Category winner, TIACA also announced the

finalists for the Start-Up and Small Business Category of the 2026 awards, highlighting emerging technologies and sustainability-focused innovations from across the logistics sector.

The shortlisted companies include BioNatur Plastics for its recyclable and biodegradable stretch film solutions, CargoAi for its Cargo2Zero lane-level carbon emissions tracking platform for air freight, and Goods2Load for its data-driven logistics decarbonisation system using smart filtering technologies.

The finalists will present their projects during TIACA's Executive Summit in Warsaw, scheduled to take place from June 1 to June 3, where attendees will vote to determine the recipient of the USD 10,000 sustainability prize.

The official presentation ceremony for the Air Cargo Sustainability Awards 2026 will also be held during the Warsaw summit, bringing together airlines, handlers, technology providers, freight forwarders and supply chain leaders from across the global air cargo sector.

Roos Bakker of TIACA praised the growing industry participation in sustainability-focused initiatives and acknowledged the increasing momentum behind environmental innovation across the sector.

"To everyone who submitted an entry, thank you for sharing your ideas, innovation and passion," Bakker said. "These awards continue to highlight the incredible progress being made across the air cargo industry as organisations of every size work toward a more sustainable future."

The recognition of HACTL's project comes at a time when sustainability is becoming a central strategic priority for aviation and logistics companies worldwide, driven by increasing regulatory pressure, customer expectations and industry commitments to carbon reduction and waste minimisation.

Janet Wallace of Air Canada Cargo Receives TIACA's 2026 Inspirational Leader Award



Janet Wallace,
Air Canada Cargo

The International Air Cargo Association (TIACA) proudly announced Janet Wallace, Air Canada Cargo, as the recipient of the 2026 Inspirational Leader Award, presented during the TIACA Executive Summit 2026 held in Warsaw, Poland, from June 1-3.

Sponsored by Cargo Service Center (CSC) India, the Inspirational Leader Award recognizes individuals who inspire others through their leadership, integrity, mentorship, and commitment to advancing the air cargo industry.

What makes this award unique is that the recipient is selected by a panel of emerging air cargo professionals representing the next generation of industry leaders. The panel evaluates nominees based on their ability to inspire others, foster professional growth, champion collaboration, demonstrate authentic leadership, and create a lasting positive impact across the industry.

Janet Wallace was selected from a highly competitive field of nominees after impressing the judging panel with her commitment to mentoring future talent, supporting colleagues, fostering inclusive leadership, and advancing the air cargo industry through collaboration and professionalism.

The award was presented before an audience of more than 320 industry leaders and professionals gathered at the Executive Summit, TIACA's premier annual thought leadership event.

"What makes this award particularly special is that the recipient is chosen by the next generation of air cargo professionals. Janet Wallace has clearly demonstrated the qualities that young leaders admire and aspire to emulate: integrity, mentorship, empathy, collaboration, and a genuine commitment to helping others succeed. The fact that she was selected by those who represent the future of our industry makes this recognition especially meaningful," said, Roos Bakker, TIACA Chair

"The future of our industry depends on leaders who not only deliver results but also inspire and develop the



Ms. Roos Bakker
Chair
TIACA



my career, and this recognition is a reflection of their contributions as much as my own. I remain grateful for the opportunity to serve this remarkable industry.” said Janet Wallace, Managing Director Cargo Operations & Transformations, Air Canada

The Inspirational Leader Award forms part of TIACA’s broader commitment to leadership development, talent attraction, and fostering the next generation of air cargo professionals. By empowering young industry leaders to select the recipient, the award highlights the leadership qualities that will be most important to the future success of the global air cargo community.

TIACA extends its sincere appreciation to CSC India for its continued sponsorship and support of the award program and congratulates all nominees whose achievements continue to strengthen and inspire the industry.

TIACA encourages companies and individuals across the air cargo supply chain to begin identifying and nominating leaders who inspire others through their actions, mentorship, vision, and commitment to developing future talent.

The call for nominations for the 2027 Inspirational Leader Award will be formally announced later this year. Industry professionals are encouraged to watch for the announcement and seize the opportunity to recognize those exceptional leaders who are helping shape the future of air cargo.

people around them. Janet’s selection by a panel of emerging professionals speaks volumes about the impact she has had throughout her career. She has earned the respect of her peers while simultaneously helping to guide and encourage the next generation of talent entering the air cargo sector. We are delighted to recognize her contributions through this prestigious award.” added, Glyn Hughes, TIACA Director General

“One of the most unique aspects of the Inspirational Leader Award is that it places the decision in the hands of young professionals who will shape the

future of air cargo. Their selection of Janet Wallace reflects the tremendous influence she has had as a mentor, advocate, and role model. At CSC India, we are proud to support an award that celebrates leadership through the eyes of those who will carry our industry forward.” commented, Tushar Jani, Group Chairman of Cargo Service Center (CSC) India, Award Sponsor.

“It is a tremendous honor to receive this award. The air cargo industry is built on collaboration, innovation, and an unwavering commitment to service. I have been fortunate to work with exceptional people throughout

Asia Airfreight Capacity Remains Under Pressure as AI Demand and Fuel Costs Reshape Market Dynamics



Semiconductor, AI Server and E-Commerce Shipments Drive Tight Capacity Across Key Asian Export Hubs While Jet Fuel Constraints Limit Freighter Operations

Air cargo markets across Asia continue to face significant capacity constraints despite relatively stable overall demand levels, as booming shipments of semiconductors, artificial intelligence (AI) servers and high-tech products compete for limited space. According to logistics provider Dimerco Express Group, tightening aircraft capacity,

rising freight rates and operational adjustments driven by elevated jet fuel costs are creating new challenges for shippers and freight forwarders across the region. At the same time, evolving US-China trade dynamics are reshaping cargo flows, while airport congestion in Southeast Asia adds further pressure to already strained supply chains.

The Asia-Pacific air cargo market is entering another period of capacity tightening as robust demand from the technology sector collides with operational constraints linked to rising fuel costs and network adjustments by airlines.

According to Dimerco Express Group's latest June market outlook, several major Asian export hubs are experiencing increasing pressure on available airfreight capacity, particularly on routes connecting Asia with North America and Europe. While overall market demand remains broadly in line with last year's levels, the nature of cargo moving through the region has shifted significantly, with high-value technology products dominating available capacity.

AI and Semiconductor Boom Continues to Drive Air Cargo Demand

Taiwan and South Korea remain

among the most affected markets, where freight capacity to Europe, North America and intra-Asia destinations continues to tighten.

Dimerco reports that demand is being fueled primarily by exports of semiconductors, AI servers, advanced computing equipment, electronics components and cross-border e-commerce shipments. These sectors increasingly rely on air freight to meet accelerated production cycles and global distribution requirements.

The continued expansion of artificial intelligence infrastructure worldwide has emerged as a major driver of air cargo demand. Manufacturers and technology companies are rushing to move high-performance computing equipment, processors and data centre components to key markets, creating intense competition for available air cargo space.

As a result, freight rates from several Asian origins have continued to rise, particularly on major transpacific and Europe-bound routes.

Jet Fuel Costs Restrict Effective Capacity

While demand remains strong, Dimerco notes that rising jet fuel costs are having a direct impact on airline operations and available cargo capacity.

To manage fuel consumption and

operational efficiency, some carriers have reportedly reduced payload allowances on existing services, while others have replaced larger Boeing 747 freighters with more fuel-efficient Boeing 777 freighters. Although the newer aircraft offer significant fuel savings, they generally provide lower cargo capacity compared with the larger 747 fleet.

This operational shift is effectively reducing available cargo space across the market.

According to Dimerco, the tightening capacity environment is not solely demand-driven. Instead, a growing proportion of the pressure stems from airline efforts to manage operating costs in response to elevated fuel prices and broader market uncertainty.

Industry analysts note that fuel remains one of the largest cost components for air cargo operators, making fleet optimisation and payload management critical strategic decisions amid volatile energy markets.

US-China Trade Developments Reshape Cargo Flows

Recent progress in trade discussions between the United States and China is also influencing cargo routing patterns across Asia.

Dimerco reports that a number of high-tech exporters have resumed direct airfreight services between China and the United States, reducing the need for transshipment through regional hubs such as Singapore, Thailand and Taiwan.

Earlier trade restrictions and policy uncertainties had prompted many shippers to reroute cargo through alternative Southeast Asian gateways. However, as trade conditions stabilise, some of these volumes are returning to direct China-US services.

Despite this shift, capacity pressures remain acute.

Kathy Liu, Vice President of Global Sales and Marketing at Dimerco Express Group, noted that while direct China-US cargo flows are gradually recovering, strong demand from AI and semiconductor sectors continues to

absorb available capacity throughout Asia.

The development highlights how geopolitical decisions and trade policies continue to influence freight flows, network planning and capacity allocation across global supply chains.

Southeast Asia Faces Growing Congestion Challenges

Beyond capacity constraints, operational congestion at major Southeast Asian airports is creating additional challenges for logistics providers and exporters.

Thailand has emerged as one of the most affected markets, with ongoing bottlenecks reported at Bangkok's Suvarnabhumi Airport. Dimerco indicates that cargo handling facilities operated by Thai Airways and Bangkok Flight Services are experiencing significant delays, impacting cargo processing, customs clearance and export operations.

In some instances, cargo lead times from airport arrival to final collection are reportedly exceeding seven days.

The congestion is prompting an increasing number of shippers to seek alternative transportation solutions, particularly cross-border trucking services from China and neighbouring Southeast Asian countries into Thailand.

Industry experts suggest that multimodal solutions combining trucking and air freight are becoming increasingly important as companies seek to avoid delays and maintain supply chain reliability.

Capacity Tightening Extends Across Malaysia

The capacity crunch is not limited to Thailand.

Dimerco reports that both Kuala Lumpur International Airport and Penang International Airport are experiencing tight cargo space availability on routes to Europe and other Asian markets. Meanwhile, backlogs on shipments destined for the United States continue to affect exporters operating from Malaysia.

The situation reflects broader regional challenges as airports, airlines and logistics providers attempt to manage growing volumes of high-value technology cargo while navigating infrastructure limitations and operational disruptions.

High-Tech Imports Fuel US Air Cargo Growth

The sustained demand for Asian technology exports is also reflected in import data from the United States.

According to market intelligence provider Aevean, high-tech air cargo imports into the US surged during the first quarter of 2026. Total high-tech volumes increased by approximately 57 percent year-on-year, equivalent to an additional 157,000 tonnes of cargo.

Taiwan and Southeast Asian markets were among the primary contributors to this growth, underlining the strategic importance of the region in supporting global technology supply chains.

The continued expansion of semiconductor manufacturing, AI infrastructure development and electronics production is expected to remain a key driver of air cargo demand throughout 2026.

Industry Outlook

The current market environment highlights the growing complexity facing air cargo stakeholders across Asia.

While demand fundamentals remain healthy, airlines, freight forwarders and shippers must navigate a combination of capacity shortages, fuel-related operational constraints, evolving trade policies and airport congestion. The convergence of these factors is likely to keep freight rates elevated and capacity tight across key trade lanes in the months ahead.

For freight forwarders and supply chain managers, securing capacity early, diversifying routing options and leveraging multimodal transport solutions may become increasingly critical strategies as the industry adapts to a rapidly evolving logistics landscape driven by technology-led demand growth.

DHL and ASEAN-BAC Forge Strategic Alliance to Strengthen MSME Trade and Supply Chain Connectivity Across Southeast Asia

Partnership aims to boost cross-border commerce, digital logistics adoption, supply chain resilience and global market access for millions of small businesses across ASEAN

DHL Express and the ASEAN Business Advisory Council (ASEAN-BAC) have entered into a strategic partnership designed to accelerate regional trade integration, strengthen supply chain resilience and empower micro, small and medium-sized enterprises (MSMEs) across Southeast Asia. Through a comprehensive framework focused on trade facilitation, digital transformation, sustainability and policy harmonisation, the collaboration seeks to remove barriers to cross-border commerce and enable smaller businesses to participate more effectively in global supply chains.

Strategic Partnership to Drive ASEAN Trade Growth

As Southeast Asia continues to emerge as one of the world's most dynamic economic regions, DHL Express and the ASEAN Business Advisory Council (ASEAN-BAC) have formalised a new partnership aimed at strengthening the region's trade ecosystem and supporting the growth of MSMEs.

The Memorandum of Understanding (MoU), signed in Manila, establishes a collaborative framework that focuses on four key pillars: expanding MSME participation in international trade, enhancing supply chain resilience through digital logistics solutions, supporting decarbonisation initiatives, and advancing harmonised digital trade standards through policy advocacy.



The agreement reflects a shared commitment to improving regional economic integration while helping businesses navigate an increasingly complex global trade environment.

Empowering MSMEs at the Heart of ASEAN Economies

Micro, small and medium-sized enterprises form the backbone of ASEAN economies, accounting for the overwhelming majority of businesses across the region and serving as major contributors to employment, innovation and economic development.

However, despite their importance, many MSMEs continue to face significant barriers when attempting to access international markets. Challenges such as limited logistics expertise, regulatory complexity, customs procedures, financing constraints and digital capability gaps

often restrict their ability to participate in global trade.

The DHL-ASEAN-BAC partnership aims to address these obstacles by providing businesses with greater access to logistics expertise, digital tools, training programmes and market opportunities.

Jose Ma. Concepcion III, Chair of ASEAN Business Advisory Council, emphasized the importance of inclusive economic growth across the region.

"ASEAN's strength will not be measured by the success of a few, but by the number of people we bring into the circle of growth and opportunity. Advancing Prosperity for All means building an ASEAN where businesses of all sizes can grow and innovate. Through stronger regional collaboration and this partnership with DHL, we want to ensure that no one—especially MSMEs and small entrepreneurs—is left behind," he said.

DHL Expands GoTrade Programme to Support Cross-Border Expansion

A key component of the partnership is the expansion of DHL's GoTrade programme, a global initiative designed to help small and medium-sized enterprises gain access to international markets and navigate the complexities of cross-border trade.

Through GoTrade, participating businesses will receive training, mentorship and practical guidance covering areas such as digitalisation, logistics management, international trade compliance, financing and supply chain best practices.

The programme is intended to help businesses overcome common barriers that limit global expansion while equipping them with the knowledge and resources needed to compete internationally.

DHL believes that supporting MSMEs is essential for sustaining economic growth and strengthening the resilience of regional supply chains.

Herbert Vongpusanachai, Senior Vice President Commercial, Asia Pacific at DHL Express, highlighted the critical role of small businesses in shaping ASEAN's future economic landscape.

"Global trade has proven its resilience time and again, and ASEAN continues to stand out as a critical pillar of that growth. MSMEs are at the heart of ASEAN economies, and their ability to compete internationally will define the region's next phase of development," he said.

"DHL has been a constant enabler of cross-border trade by providing the infrastructure, expertise and reliability that businesses depend on. Our partnership with ASEAN-BAC and our GoTrade programme demonstrate our continued commitment to helping MSMEs scale confidently beyond their domestic markets."

Strengthening Regional Supply Chains Through Digitalisation

Beyond enterprise development, the partnership places significant emphasis on improving supply chain resilience through greater adoption of digital

logistics technologies and harmonised trade processes.

As global supply chains become increasingly interconnected, digitalisation is emerging as a critical enabler of efficiency, transparency and competitiveness. The collaboration seeks to encourage wider adoption of digital trade platforms, automated logistics solutions and standardised documentation processes across ASEAN member states.

By promoting greater alignment in customs procedures and trade standards, the initiative aims to reduce friction in cross-border trade, improve cargo flows and enhance the movement of goods throughout the region.

The partnership will also support policy dialogue with governments and regulatory authorities to encourage greater standardisation and interoperability across ASEAN's trade and logistics networks.

ASEAN's Growing Role in Global Trade

The collaboration comes at a time when ASEAN is playing an increasingly influential role in global manufacturing, trade and supply chain diversification.

According to DHL, ASEAN currently handles merchandise trade valued at approximately USD 4.4 trillion, making it one of the world's most important trading blocs. The region has become a preferred destination for manufacturing investment and supply chain expansion as companies seek to diversify sourcing and production networks.

As trade volumes continue to rise, improving logistics efficiency and enabling greater participation by smaller businesses will be critical to sustaining long-term economic growth.

Industry analysts note that stronger MSME integration into international supply chains can create broader economic benefits, increase export competitiveness and contribute to more resilient regional trade networks.

Research, Innovation and Future Collaboration

The DHL-ASEAN-BAC partnership

extends beyond training and logistics support.

Both organisations plan to collaborate on research initiatives aimed at identifying the key challenges facing MSMEs in international trade. The findings are expected to inform future policy recommendations and help shape initiatives that improve market access and trade facilitation.

In parallel, ASEAN-BAC plans to expand its ASEAN Mentorship for Entrepreneurs Network (AMEN), originally launched in 2017, into a digital platform that will provide entrepreneurs with greater access to mentorship, innovation support, regional networks and new market opportunities.

The partnership also sets the stage for broader industry engagement ahead of the DHL GoTrade Summit, scheduled to take place in Manila later this year. Supported by ASEAN-BAC and the Philippines Department of Trade and Industry, the summit will bring together policymakers, logistics providers, exporters and business leaders to explore practical solutions for enhancing cross-border trade opportunities across Southeast Asia.

Building a More Connected and Inclusive Trade Ecosystem

The DHL-ASEAN-BAC alliance represents a significant step toward building a more inclusive, digitally connected and resilient regional trade ecosystem.

By combining DHL's global logistics expertise with ASEAN-BAC's regional policy leadership and business networks, the partnership seeks to empower MSMEs, strengthen supply chains and support ASEAN's long-term ambition of becoming a more integrated and competitive economic community.

As international trade continues to evolve, initiatives that improve market access, simplify trade processes and foster digital transformation are expected to play a crucial role in enabling businesses of all sizes to participate successfully in the global economy.

LATAM Cargo Launches Direct Frankfurt–Antofagasta Freighter Service to Power Northern Chile’s Mining Supply Chain

New Europe–Chile cargo corridor strengthens connectivity for mining, industrial, automotive and pharmaceutical sectors with dedicated weekly freighter capacity

LATAM Cargo has expanded its international freighter network with the launch of a new direct cargo route linking Frankfurt and Antofagasta, Chile’s key mining hub.

The weekly Boeing 767 freighter service is designed to support the logistics requirements of northern Chile’s mining sector while providing faster transit times and dedicated

capacity for industrial, automotive, pharmaceutical and general freight shipments moving between Europe and South America.

LATAM Cargo has strengthened its



Europe–South America network with the launch of a new dedicated cargo service connecting Frankfurt, Germany, with Antofagasta in northern Chile, a region that serves as the heart of the country's mining industry.

The weekly freighter operation, which commenced on May 23, is being operated by LATAM Cargo Chile using the airline's Boeing 767 freighter fleet. The new route provides approximately 25 tonnes of dedicated cargo capacity per week for shipments destined for Antofagasta, creating a more direct logistics solution for businesses requiring reliable access to one of Latin America's most important industrial regions.

Strengthening Logistics for Chile's Mining Industry

Northern Chile is home to some of the world's largest copper mining operations and industrial projects, making efficient logistics critical for maintaining production continuity and supporting global commodity supply chains.

According to LATAM Cargo, the new service was specifically developed to address the connectivity needs of northern Chile, particularly for mining-related cargo. The route is expected to facilitate the transport of mining equipment, spare parts, industrial machinery, automotive components, pharmaceuticals and consolidated general cargo.

The direct connection offers an alternative to existing cargo routings that traditionally transit through Santiago, Chile's capital, enabling customers to reduce transit times and streamline supply chain operations.

Direct Access from Europe's Leading Cargo Hub

Frankfurt Airport remains one of Europe's most important air cargo gateways, handling significant volumes of industrial, automotive, pharmaceutical and high-value freight.

By linking Frankfurt directly with Antofagasta, LATAM Cargo is creating a strategic trade corridor that connects

European manufacturers and suppliers with mining and industrial customers in northern Chile. The service is expected to improve supply chain responsiveness and support time-sensitive shipments that require rapid delivery to remote mining operations.

Jorge Carretero, Cargo Sales Director for Europe at LATAM

Cargo, said the new route was developed to deliver tailored logistics solutions for customers operating in specialized industrial sectors.

"The launch of the Frankfurt–Antofagasta route is the result of focused work designed to create tailored solutions that add real value to our customers' supply chains. Northern Chile is home to mining and industrial projects that demand precise logistics."

He added that the direct connection from Frankfurt significantly reduces transit times while reinforcing LATAM Cargo's role as a strategic logistics partner for industries operating in the region.

Supporting High-Value Industrial Cargo Flows

The introduction of the new route reflects the growing importance of specialized cargo services for industries that depend on just-in-time delivery and supply chain resilience.

Mining operations, in particular, require rapid transportation of replacement components, maintenance equipment and critical machinery parts to minimize operational downtime. Air freight continues to play a crucial role in supporting these requirements, especially in remote regions where surface transport can be time-consuming.

The service also opens opportunities for sectors beyond mining, including automotive manufacturing, healthcare logistics and industrial distribution networks that require dependable connections between Europe and South America.

Expanding LATAM Cargo's International Network

The Frankfurt–Antofagasta service

forms part of LATAM Cargo's broader strategy to strengthen intercontinental connectivity and expand its specialized cargo offerings.

The airline has continued to invest in network growth across the Americas and Europe, leveraging its fleet of Boeing freighters and extensive regional presence to support international trade flows. The new route follows other recent network expansions, including the launch of freighter services connecting Miami and Caracas through LATAM Cargo's Colombian subsidiary.

Industry observers view the Frankfurt–Antofagasta connection as a strategic move that aligns with growing demand for dedicated cargo capacity serving industrial and resource-driven economies. By providing stable schedules, dedicated capacity and direct connectivity, LATAM Cargo is positioning itself to support critical supply chains while strengthening economic links between Europe and South America.

Strategic Implications for the Air Cargo Industry

The launch highlights the increasing role of freighter operators in developing specialized trade corridors tailored to specific industries and regional economic needs.

As global supply chains become more complex and time-sensitive, cargo airlines are increasingly deploying targeted services that address sector-specific logistics requirements. The new Frankfurt–Antofagasta route demonstrates how air cargo operators can create value through customized connectivity solutions that improve efficiency, reduce transit times and support industrial growth.

For northern Chile's mining sector, the direct link represents an important enhancement in international logistics capabilities, while for European exporters it provides faster access to one of the world's most significant mining and industrial markets.

Europe Moves Closer to First 100 Percent Drop-In Sustainable Aviation Fuel Facility



- *NorSAF has secured an exclusive permanent licence from KBR to deploy PureSAF® technology in Europe, paving the way for what could become Europe's first commercial-scale facility producing 100 percent drop-in SAF/eSAF that can fully replace conventional jet fuel without blending or aircraft modifications.*
- *The proposed project at the Port of Liepaja will produce up to 100,000 tonnes of SAF and eSAF annually from advanced bioethanol, green hydrogen and captured biogenic CO₂, with projected greenhouse gas reductions of around 83 percent versus conventional jet fuel production.*
- *Backed by Avia Solutions Group, the project is targeting operations by 2031 to support the EU's ReFuelEU Aviation mandates, although development and construction remain dependent on securing strategic partnerships, investment and final ASTM certification approvals expected from 2026.*

Europe's sustainable aviation transition has taken a major step forward after Latvian fuel developer NorSAF signed an exclusive permanent licensing agreement with KBR to deploy PureSAF® technology in Europe, paving the way for what could become the continent's first commercial-scale facility capable of producing 100 percent drop-in sustainable aviation fuel (SAF/eSAF).

The project, planned for development at the Port of Liepaja, represents a potentially transformative milestone for the aviation sector as airlines, airports and governments accelerate efforts to reduce carbon emissions and meet increasingly stringent European climate regulations.

Unlike conventional sustainable aviation fuels currently available in the market, which typically require blending with fossil-based jet fuel before use, PureSAF technology is designed to produce a fully compatible drop-in fuel whose chemical composition closely mirrors traditional kerosene. This means the fuel could eventually be used in existing aircraft engines and airport fuel infrastructure without requiring technical modifications or blending limitations.

Industry experts view the development as a significant breakthrough for aviation decarbonisation, particularly as the sector faces mounting pressure to meet ambitious emissions reduction

targets under the European Union's evolving climate framework.

Exclusive Technology Agreement Signals Major Strategic Move

Under the agreement, NorSAF has secured exclusive rights for the commercial deployment of KBR's PureSAF technology across Europe.

The technology was originally invented and developed by Swedish Biofuels AB and is now exclusively licensed globally by KBR for commercial-scale implementation.

Although current certification standards permit the fuel to be blended at up to 50 percent with conventional jet fuel, industry participants anticipate that regulatory approvals allowing full 100 percent

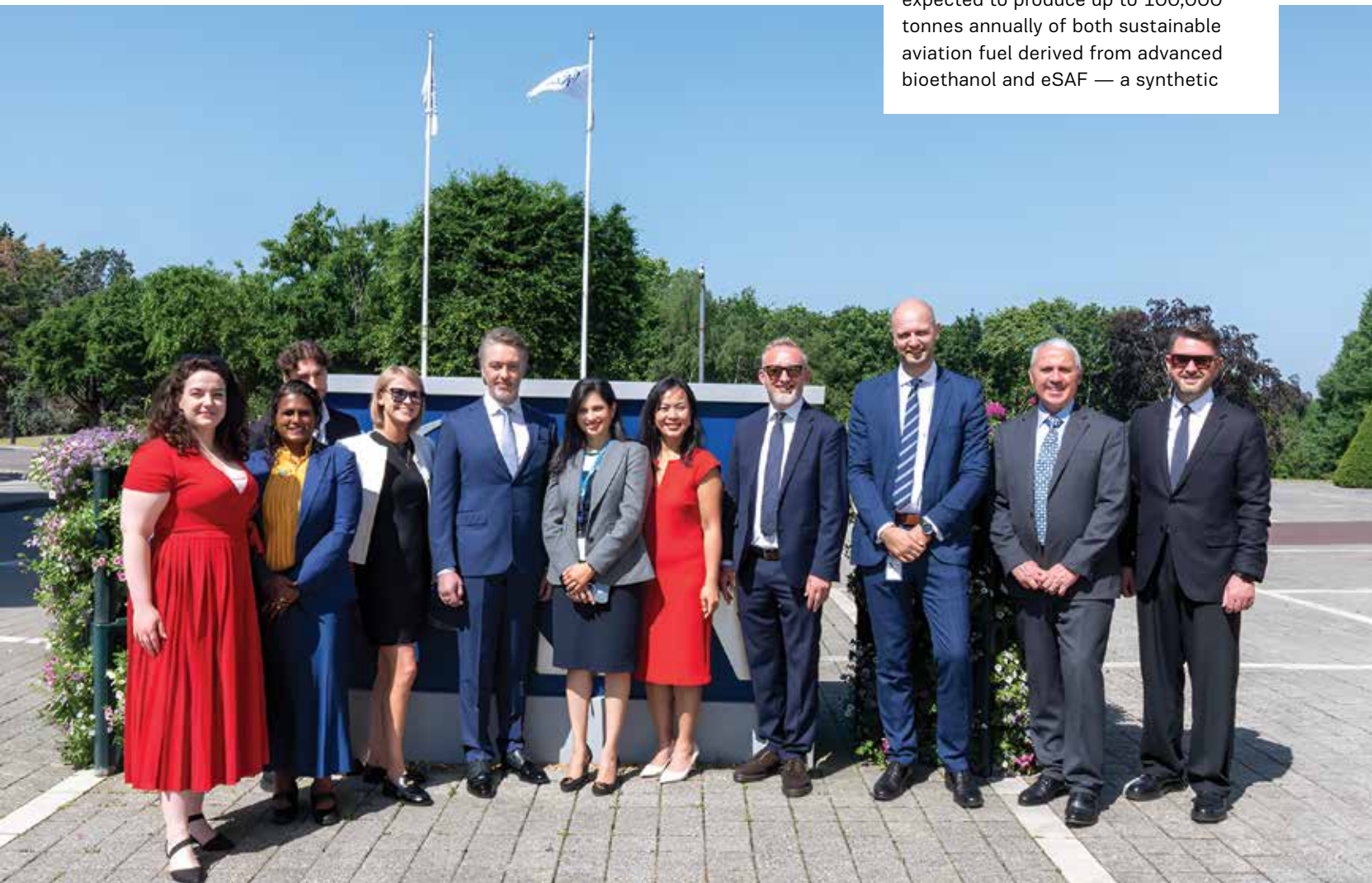
drop-in utilisation could be secured from 2026 onward, subject to final certification approvals by ASTM International.

If achieved, the certification would represent a landmark development for the aviation industry, potentially allowing airlines to transition away from fossil kerosene without requiring fleet modifications or changes to airport fuelling systems.

Latvia Positioned as Emerging Sustainable Aviation Fuel Hub

The planned production facility will be located at the Port of Liepaja in western Latvia, strategically positioning the Baltic nation within Europe's growing sustainable fuel and green energy landscape.

Once operational, the facility is expected to produce up to 100,000 tonnes annually of both sustainable aviation fuel derived from advanced bioethanol and eSAF — a synthetic



aviation fuel produced using green hydrogen and captured biogenic carbon dioxide.

According to project developers, the production process will utilise renewable electricity to power electrolysis systems for hydrogen generation, which will then be combined with captured carbon to create low-emission aviation fuel.

The integrated green energy cycle is projected to reduce greenhouse gas emissions by approximately 83 percent compared with the production of conventional fossil-based jet fuel.

Project developers also emphasised that the initiative intends to source feedstocks entirely from within Europe, strengthening regional energy security while reducing dependence on imported fossil fuels and external supply chains.

Industry analysts say the emphasis on European feedstock sourcing aligns closely with broader EU goals surrounding industrial resilience, energy independence and strategic autonomy amid ongoing geopolitical uncertainty.

Supporting Europe’s ReFuelEU Aviation Goals

The NorSAF project is provisionally targeting operational launch by 2031, aligning its timeline with the European Union’s ambitious European Union ReFuelEU Aviation framework.

Under the EU’s long-term decarbonisation strategy, sustainable aviation fuel usage is expected to increase significantly over the coming decades, with SAF adoption targets projected to reach 70 percent by 2050.

The fuel produced at the Latvian facility is intended to supply airlines operating across Europe, helping carriers lower lifecycle emissions and comply with emerging environmental mandates.

As airlines increasingly seek scalable, commercially viable low-carbon fuel alternatives, projects capable of producing fully compatible drop-in SAF are attracting growing interest from investors, airports and aviation stakeholders.

The technology was originally invented and developed by Swedish Biofuels AB and is now exclusively licensed globally by KBR for commercial-scale implementation.

Aviation Sector Backing Adds Strategic Weight

The project is also receiving support from Avia Solutions Group, one of the world’s largest ACMI aviation service providers, which is participating as a strategic partner.

NorSAF is expected to benefit from access to the group’s aviation infrastructure and operational expertise, including capabilities provided through subsidiary Baltic Ground Services, which has established experience in sustainable aviation fuel supply and distribution.

Industry observers say partnerships between SAF developers and established aviation operators are becoming increasingly important as the sector moves toward large-scale commercial adoption of alternative fuels.

Executives Highlight Energy Security and Aviation Transition

Commenting on the agreement, Jānis Kisiels, Board Member of NorSAF, said the project goes beyond sustainability objectives and also addresses broader concerns surrounding Europe’s long-term energy resilience.

“We are delighted to have collaborated with KBR to bring PureSAF technology to Europe,” said Kisiels.

“Recent global events have underscored that energy sovereignty is no longer just an economic goal,

but a matter of national and regional security. By producing sustainable, 100 percent drop-in fuels at scale using local, European-sourced feedstocks, we are building a resilient, self-sufficient energy ecosystem that reduces our dependence on external fossil fuel markets and strengthens Europe’s industrial backbone.”

Jay Ibrahim, President of KBR Sustainable Technology Solutions, described the project as an important contribution toward cleaner aviation and sustainable fuel innovation within Europe.

“KBR is committed to providing viable energy solutions and our PureSAF process not only scales SAF production but also offers an opportunity to co-process CO₂ and syngas in the same plant and produce a fungible jet fuel ready for use without the need to blend with traditional jet fuel,” Ibrahim said.

Growing Momentum Behind Sustainable Aviation Fuel

The NorSAF-KBR agreement reflects the accelerating momentum behind sustainable aviation fuel investments globally as governments and airlines seek practical pathways toward decarbonising one of the world’s most difficult-to-abate sectors.

While SAF currently accounts for only a small fraction of global jet fuel consumption, industry forecasts suggest demand will rise sharply over the coming decade as climate regulations tighten and airline sustainability commitments intensify.

Projects capable of producing fully compatible 100 percent drop-in fuel are increasingly viewed as critical to achieving long-term net-zero aviation targets while preserving existing aircraft fleets and airport infrastructure.

If completed as planned, the Liepaja facility could position Latvia as an emerging strategic hub within Europe’s future sustainable aviation fuel ecosystem and strengthen the continent’s efforts to build a more resilient and environmentally sustainable aviation industry.



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Air China Cargo Expands Airbus A350F Fleet Commitment to 10 Aircraft



Air China Cargo has strengthened its long-term fleet expansion strategy by signing a new purchase agreement with Airbus for four additional A350F freighters, increasing its total commitment for the next-generation cargo aircraft to 10 units.

The latest order follows the airline's initial commitment for six A350F freighters announced in November 2025 and reflects growing confidence in long-haul cargo demand, fleet modernisation, and sustainable aviation operations.

The expanded order also signals Air China Cargo's continued investment in advanced freighter capacity as the global air cargo market undergoes structural transformation driven by e-commerce growth, supply chain diversification, and increasing demand for fuel-efficient aircraft.

According to the airline, the additional aircraft will support efforts to optimise fleet structure, expand international cargo capacity, and improve operational flexibility across medium and long-haul trade routes.

Wang Hongyan, Vice President of Air China Cargo, said the order forms part of the airline's broader strategy to strengthen its competitiveness in the international air freight sector.

"This additional order, following our initial A350F order last year, is a crucial strategic decision for the company to further optimise our fleet structure and expand transport capacity. It will allow us to better match and meet the demands of the international air cargo market, laying a solid foundation for the company's long-term stable development," Wang said.

Air China Cargo began integrating Airbus freighters into its operations at the end of 2023 and currently operates a fleet of eight Airbus A330-200P2F aircraft. The new A350F fleet will complement the airline's existing converted A330 freighters, creating a balanced operational structure capable of supporting both medium-haul regional services and high-capacity long-haul international cargo operations.

The A350F is expected to play a central role in Air China Cargo's future network development plans, particularly on intercontinental trade lanes where demand for high-capacity, fuel-efficient freighters continues to rise.

Airbus describes the A350F as the world's most advanced cargo aircraft, designed to address the evolving requirements of the global air freight market. The aircraft offers a payload capability of up to 111 tonnes and a range of approximately 8,700 kilometres, enabling operators to efficiently serve long-haul international cargo routes.

The aircraft is built using more than 70 percent advanced materials and is approximately 46 tonnes lighter than competing freighter aircraft in its category, contributing to lower operating costs and improved fuel efficiency.

Powered by Rolls-Royce Trent XWB-97 engines, the A350F is expected to reduce fuel consumption and carbon emissions by up to 20 percent compared with previous-generation freighters offering similar payload and range capabilities.

The aircraft is also positioned as a key solution for airlines seeking to meet tightening environmental regulations and decarbonisation targets. Airbus says the A350F is currently the only freighter fully compliant with the International Civil Aviation Organization's 2027 CO₂ emissions standards.

In addition, the aircraft will be capable of operating with up to 50 percent Sustainable Aviation Fuel (SAF) upon entry into service, with Airbus targeting 100 percent SAF capability across its aircraft portfolio by 2030.

Benoît de Saint-Exupéry, Executive Vice President Sales of Airbus' Commercial Aircraft business, welcomed Air China Cargo's decision to expand its commitment to the aircraft programme.

"We are very pleased with Air China Cargo's decision to increase its order for the A350F freighter. It reflects Air China Cargo's full confidence in Airbus products and reaffirms the A350F's leading position as the next-generation freighter," he said.

The additional order further strengthens Airbus' position in the dedicated freighter market, where airlines worldwide are increasingly replacing older-generation aircraft with more fuel-efficient and environmentally compliant cargo fleets.

For Air China Cargo, the fleet expansion comes as China's international cargo sector continues to evolve amid growing export demand, expanding cross-border e-commerce volumes, and increasing competition among global cargo operators.

The airline's investment in new-generation freighters is expected to enhance its operational flexibility while supporting long-term growth across key international cargo corridors linking Asia with Europe, North America, and other major global markets.

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