

air cargo update

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The first and only PAN-Regional Magazine
Middle East - Africa - Asia and beyond



Munich Airport Inspiring Innovations



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Munich Airport, President & CEO
Airports Council International Europe, President

The Lounge



Jim W. Butler

American Airlines, Sr. Vice President-Int'l and Cargo



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Middle East, Africa, Asia & beyond

Air Cargo Update serves as a platform to share news and discuss critical issues within the Air Cargo Industry from the Middle East, South Asia and African region.

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Editor's Note

The business of connectivity

Aviation's history spans for at least two thousand years and the field where the Wright Brothers flew the world's first successful airplane in 1908 is considered as the first airport in modern-day times despite some historians disputing it.

Airports play a crucial role in military and global economy, connecting people and resources across regions, countries and continents. Today, they are some of the largest employers in the planet, with practically all industries—airlines, food, security, technology, freight, logistics, supply-chain, among others—directly or indirectly linked to its operations.

Europe has more than 500 airports in 45 countries accounting for 4 percent of its GDP. In 2015, the Airports Council International Europe reported it handled more than 1.9 billion passengers, 18.9 million tons of freight and 22.8 million aircraft movements.

Germany's Hamburg Airport, opened in January of 1911, holds the record as the world's oldest airport still in operation with more than 160,000 aircraft movements recorded in 2016.

This Port City's success is mirrored across Germany, most notably in Munich Airport, the first and only Five-Star Airport in Europe, which handled more than 42 million passengers in 2016.

In this edition, we're bringing you the story of Munich Airport. How it successfully transformed itself from its humble beginnings to a world-famous airport, selling its innovative ideas and management expertise across the globe.

Dr. Michael Kerkloh, the president and CEO of Munich Airport, shares his insights and what's next for this busy entry-point to Messe Munchen, the world famous exhibition center.

Munich Airport and Dubai International Airport are some of the busiest in the world with unparalleled global connectivity to hundreds of cities and destinations.

In India, we're tackling the controversial General Sales Tax or GST, which will certainly impact the most the country's logistics sector with exports and imports of goods at an all time high.

ULDs, an important component in the air cargo industry and travelers as well, are also highlighted in this issue. And so are experts talking about baggage handling's intricate system.

And as always, we're bringing you the latest news and features in the air cargo industry and its allied sectors. Read on!

Gemma Casas
Editor



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The LOUNGE

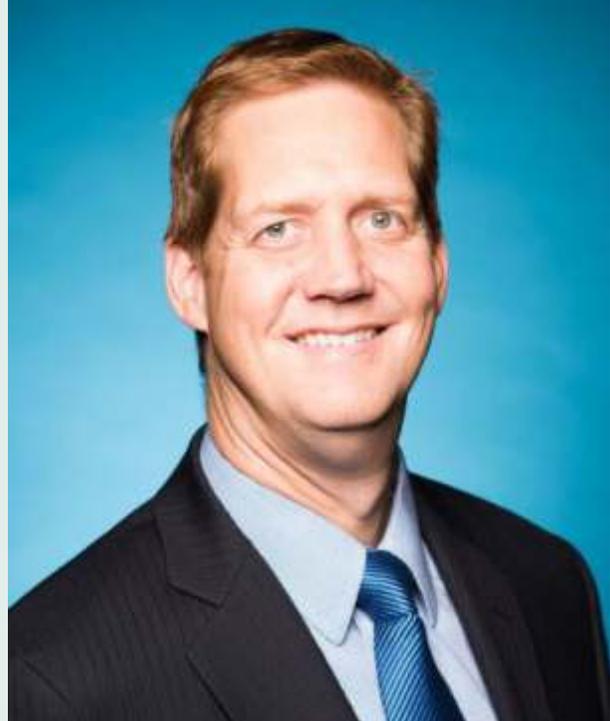
The Spanish speaking cargo executive loves to travel and ski

Butler is known in the company for his integrity, dedication and expertise in finance with extensive background in sales, marketing, pricing and operations.

Jim W. Butler has been with American Airlines for more than 21 years and has held numerous high positions during his career, including as cargo president.

But this year is particularly important after he was named in January as senior vice president-international cargo, in-charge of strategic initiatives at American's 114 stations in Asia, the Caribbean, Latin America, Europe and the Pacific.

He is also the man steering the wheel for the airline's cargo business, including its operations, marketing, sales and overall strategy.



Jim W. Butler

American Airlines, Senior Vice President-International and Cargo

A graduate of Cornell University with Master in Business Administration from the Kellogg School of Management at Northwestern University, Butler was one of six top key people at the company who was tapped for the core integration leadership team responsible for the merger of American Airlines and USAirways in 2013.

No surprise at all as Butler is known in the company for his integrity, dedication and expertise in finance with extensive background in sales, marketing, pricing and operations.

He has held positions that were based domestically as well as in London and Buenos Aires in revenue management for American and Aerolineas Argentinas, interactive marketing, global sales planning and analysis as well as finance for Europe and Asia.

He also served as managing director of Commercial Planning and Performance, where he had responsibility for American's mainline and regional fleet, network profitability analysis, large-scale strategic project oversight and commercial budgets.

Butler's duties and responsibilities seem overwhelming but this father of two from Lewisville, Texas, balances everything with his other passions—traveling, flying and skiing—whenever there's opportunity.

"Naturally, we like to travel," Butler was quoted as saying in the Miami Herald where he discussed at length the state's importance in AA's cargo business with Miami the gateway to 100 million pounds plus of weekly cargo lift to cities in the United States, Europe, Asia, Canada, Mexico, the Caribbean and Latin America.

Butler apparently learned how to fly as a teenager and is a licensed private pilot.

The airline executive whose mother is from Peru also speaks fluent Spanish.

Described as affable, interested, approachable and enthusiastic, Butler is highly regarded in the industry, for a number of good reasons.

AFRICAS PREMIER CARGO OPERATOR



Ethiopian
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Ethiopian Airlines opens largest air cargo terminal in Africa



The Prime Minister of Ethiopia, Hailemariam Desalegn, center, and Ethiopian Group CEO Tewolde GebreMariam, right, happily inaugurate Africa's biggest cargo hub owned and managed by Ethiopian Airlines.

ADDIS ABABA: Ethiopian Airlines officially opened on June 29 its US\$125 million new air cargo terminal in the capital that will enable it to handle as much as 1 million tons of cargo per annum—the largest in Africa.

The new state-of-the-art facility is the

largest of its kind in the continent and boasts of two automatic warehouses for air cargo containers (unit load devices, ULDs), with space for 1,000 10-ft containers, with a total of 4 elevating transfer vehicles (ETV), a huge dry cargo terminal warehouse,

perishable area with cool-chain storage, an apron area to accommodate five more freighters, among other unique features.

Ethiopian Prime Minister Hailemariam Desalegn says the terminal's opening makes the country's flag carrier the largest aviation group in the region, an important aspect of their quest for Ethiopia's economic reforms.

Ethiopian Group CEO Tewolde GebreMariam said: "This milestone will make Ethiopian Cargo & Logistics Services one of the world's largest cargo terminals; comparable with cargo terminals in Amsterdam Schiphol, Singapore Changi, or Hong Kong."

The 150,000 sqm terminal was built by ACUNIS, a joint venture of AMOVA and Unitechnik, which specializes in air cargo intralogistics.

With a domestic market of close to 100 million people, Ethiopia is the second largest populous country in Africa after Nigeria. In 2015, its exports of mainly coffee, live animals, oil seeds, leather products and gold was valued at \$3.163 billion. Its main trading partners are Switzerland, China, US, the Netherlands, Saudi Arabia and Germany.

In the same year, its imports were valued at \$15.87 billion, mainly consisting of machinery, aircraft, metal and petroleum products, motor vehicles and fertilizers. China, the US, Saudi Arabia and India, were the leading exporters to Ethiopia.

The trade deficit is projected to continue but the International Monetary Fund estimated Ethiopia's GDP growth at 6.5% to 7.5% over the medium term.



QATAR-BOUND COWS: Qatar Airways Cargo has successfully airlifted the first of 60 flights to ship 4,000 Holstein cows from Europe aboard a Boeing 777 freighter. A Qatari businessman is importing them to introduce dairy industry in the oil-rich nation to maintain milk supplies. The Kingdom of Saudi Arabia, the UAE, Bahrain and Egypt cut diplomatic and economic ties with Qatar in June over concerns on its policies on terrorism.

Lufthansa offers free innovative sun protection for refrigerated freight



FRANKFURT: With the expansion of the Lufthansa Cargo Cool Center in Frankfurt ongoing and the Road Feeder Service Cool, the first of its kind in the world, introduced, Europe's leading cargo airline is offering additional sun protection for refrigerated freight without extra costs to customers.

Lufthansa announced all of its customers in the passive refrigeration sector will benefit from a reflective film exclusively produced for the company at no cost to them.

The innovative reflective film provides sensitive shipments with optimum protection against the unavoidable sunlight on airport tarmacs around the world, even on hot summer days.

"Our aim is to offer top quality transport for our customers' freight, both in the air and on the ground. The free offer of our new special film underscores our dedication to high quality and perfects our refrigeration service," said Sören Stark, Board Member Operations at Lufthansa Cargo.

Lufthansa Cargo ranks among the world's leading air freight carriers. In the 2016 business year, the airline transported around 1.6 million tons of freight and mail and sold 8.4 billion revenue ton-kilometers. The company employs about 4,500 people worldwide.

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P&O Ports seals deal with Port De Sète in France



DUBAI: P&O Ports has won a three-year management contract to operate the container terminal in the Port de Sète in the south of France under an agreement which can also be converted to a long-term concession in the future.

The contract will see P&O Ports operating a container yard with a draft up to 14.5m draft with 457-meters of quay and adjacent 2 hectares land.

The container terminal is expected to commence operations in October 2017.

Port de Sète is a deep draft port, handling frozen, chilled, general and breakbulk cargo, containers, ro-ro

services and livestock alongside cruise and ferry terminals, a marina, cement handling facilities and an agro-industrial complex.

Located in the heart of the Occitanie region, Port de Sète has the capacity to process all types of vessels with additional hectares of land to be developed for the container activity, an ideal entry point to the Region Auvergne-Rhône with direct inland waterway communications and well positioned to serve nearby large centres of population including Toulouse, Montpellier and Clermont-Ferrand.

It forms part of the network of feeder routes in Italy, Spain and France with access to major hubs throughout the Mediterranean, the road and rail network of southern France and major businesses located in the region.

Sultan Ahmed Bin Sulayem, Chairman of Ports Customs and Freezones Corporation

(PCFC) in Dubai, said: "Port De Sète has great potential and is ready to become another gateway port for France. In the early stages it will continue to primarily cater for feeder services in the eastern Mediterranean, the Maghreb region and North Africa. Once development takes place with the backing of our regional partners we expect to see more multinational shippers use its services with other international destinations added over time."

Jean Claude Gayssot, Président of the Port de Sète said: "We are pleased to be working with P&O Ports, who is independent and a source of great opportunity with a well-know brand having a worldwide reputation in the shipping sector whose global operations, with DP World network make them an attractive and reliable partner."



YM Wealth calls port on Iraq's Umm Qasr Port

SHARJAH: Gulftainer, the largest privately owned independent port operator, received the largest container vessel to have called port, thus far, at Iraq's Qasr Port.

On her maiden call to Gulftainer's Iraq Container Terminal (ICT), the 5,551 TEU YM Wealth

Port. This achievement reinforces Gulftainer's commitment to providing Iraq with best-in-class container-handling facilities. Having witnessed the tremendous potential this market offers, we remain dedicated to enhancing our capabilities in Iraq to attract the world's leading operators and take on larger-capacity vessels."

Gulftainer expanded its operations to Iraq in 2008, making it the first international company to set up a container terminal at the Umm Qasr Port. In addition to ICT, the company operates the Iraq Project Terminal (IPT).

In 2015, Gulftainer also set up the Umm Qasr Logistics Centre (UQLC), a 750,000 sq m facility that offers significant logistics support to Iraq's oil and gas projects sector.

discharged and loaded over 2,500 containers.

YM Wealth was deployed by Taiwan-based shipping line Yang Ming Marine Transport Corporation (Yang Ming), which currently operates a fleet of 98 vessels. It deployed the ship for the China Gulf Express (CGX) service on a revised route that now includes a call at the Umm Qasr Port, offering a direct connection between the Far East and Iraq.

Speaking on the occasion, Flemming Dalgaard, Gulftainer's CEO, said: "The arrival of the YM Wealth marked a major milestone for Gulftainer as well as the Umm Qasr



American Airlines Cargo expands European trucking service

LONDON: American Airlines Cargo has expanded and extended its European trucking network this summer to better serve an even greater number of customers.

The trucking services operate using flight numbers, connecting offline cities and online points with the rest of the airline's global network, via the 450-plus flights that depart from Europe every week.

With multiple truck options per night, American can link together key European cities, which helps maintain high load factors, and increases capacity and routing options for customers.

The Netherlands, Germany and France all feed nightly freight into the airline's London Heathrow (LHR) operation, which operates 20 flights per day direct to the United States. Almost 4.5 million pounds (2 million kilos) per month is now fed into the online destinations for carriage on the company's aircraft.

"Operating trucking services from across Europe into London enables us to reach cargo markets that we wouldn't otherwise be able to serve," said Andy Cornwell, regional manager, American Airlines Cargo Sales – northern Europe. "It has enabled us to become a major player in a number of markets where we don't have direct lift. By offering overnight trucks, we now can serve

customers in countries like Denmark, Hungary and beyond."

In the last 12 months, American has increased cargo lift out of Heathrow with the introduction of more freight-friendly aircraft, such as the Boeing 777-300 and Boeing 787. These aircraft provide American with the capacity to serve additional markets.

New trucking services from Lyon, Toulouse, Bordeaux and Marseilles, France, along with Frankfurt, Germany, have also been set up to serve American's seasonal flights from Barcelona (BCN) to Chicago (ORD).



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GLOBAL NEWS

New Grand Egyptian Museum taps Pangea members to deliver tons of steel & glass

GERMANY: Egypt has enlisted the help of a German member of the Pangea Logistics Network to handle 1,600 tons of steel and glass components needed for the construction of the façade of the new Grand Egyptian Museum, designed to be one of the biggest in the world with more than 100,000 artifacts from all pharaonic periods.

Trans.AL Logistic GmbH has enlisted the assistance of fellow Pangea members Unitex Logistics Limited, partner in Shenzhen, China, and Star Link Shipping & Trading, partner in Alexandria, Egypt, since the cargo is originating from Germany and China en route to Cairo, Egypt.

Given the huge contractual volume, the glass pieces manufactured in Germany are coming out practically in a continuous way from the factory to the port of Trieste in Italy to be transported by sea to Alexandria port, assuring the shortest transit time.

Described as one of the biggest challenges in mega-construction



projects, the facade measures 45m high and 600m wide, and includes thousands of triangular glass pieces of different sizes assembled with a precise designed pattern.

The logistics project for the delivery of the façade elements started in January and will continue through October.

The construction is taking place on the edge of the first plateau of the desert between the pyramids and Cairo, and the storage space at the site is very limited, for this reason it is necessary to

adjust the weekly deliveries of the containers to the construction progress and agreed dates, Trans.AL said.

Additionally, adequate supply of materials must be assured in order to comply with a precise execution plan and the construction works rhythm that is extended day and night. The availability of adhesives, silicones and cement necessary for assembling the façade elements and parts, has been assured on site under 20°C using a permanent Reefer Container.

WFS gets 3 more ground handling contracts at LAX



PARIS: Worldwide Flight Services (WFS) has been awarded three new ground handling contracts at Los Angeles International Airport—two Chinese airlines and a third by the Philippines' flag carrier.

China Southern selected WFS to provide ramp services at the airport for its 10 flights per week connecting Los Angeles and Guangzhou.

Xiamen Airlines has also chosen WFS' ramp services for its new four times weekly Boeing 787 flights. Passengers onboard the inaugural flight to LAX were welcomed by a

Chinese traditional dragon dance ceremony to celebrate the growth of the airline's North American route network. Xiamen Airlines already serves New York JFK and Seattle.

The third contract will commence on 1 September when WFS becomes the ramp handler for Philippine Airlines' 14 flights per week between Los Angeles and Manila.

"Our success in winning these latest contracts in Los Angeles is once again due to our emphasis on safety and security, combined with our team's strong work ethic and reputation for service excellence. We are delighted that China Southern, Xiamen

Airlines and Philippine Airlines has chosen to partner with WFS and shown their confidence in our operation at LAX," said Ray Jetha, Senior Vice President, Sales & Business Development for WFS in North America.

Founded in 1971 and headquartered in Paris, WFS is the world's largest air cargo handler and one of the leading providers of ground handling and technical services with annual revenues of over EUR1 billion. Its 18,000 employees serve over 300 airlines at 198 major airports in 21 countries on five continents.



CARGO AID

Food and buses from the UAE for war-torn Yemenis



HADRAMAUT: The UAE has sent much needed food aid as well as buses for war-torn Yemenis as fierce fighting between Houthi rebels and the coalition forces continues.

The Emirates Red Crescent Authority, ERC, distributed the food aid to those with special needs, poor families, and those with limited income in the Yemeni governorate of Hadramaut, reported the Emirates News Agency WAM.

The UAE also shipped 16 buses to Aden in July in line with the directive of the UAE's wise leadership to restore normalcy in the liberated Yemeni governorates, alleviate the suffering of the people, and improve basic services provided to them.

Yemeni Minister of Transportation Murad Al-Halmi hailed the UAE's efforts to help restore normalcy in the country.

Mohammed Al Muhairi, Head of the ERC Team, said ERC will

continue its efforts and diligent work to improve the lives of Yemeni citizens and reduce their suffering by maximizing the reach of its activities and rescue operations, as well as providing a means of support to improve their conditions.

Colonel Nasser Ali Al Shuaibi, Director-General of the Brom Mayfa District, praised the ERC's key role in improving essential services, as well as the work of its rescue convoys for the people of Hadramaut.

He stressed that the UAE has continuously provided a large amount of humanitarian aid to Hadramaut and other Yemeni governorates, which returned the smiles to the faces of women and children living in tragic humanitarian situations.

He said the food aid is a vital means of survival for tens of thousands of Yemenis who are trapped in the ongoing conflict.



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IAG Cargo rakes in €260M in Q2 2017



LONDON: With cargo volumes up 6.4 percent in the second quarter of 2017, IAG Cargo reported its commercial revenue totalled €260 million from April 1 to June 30, 2017, up by 7.6 percent compared to the same period in 2016 at constant exchange.

Lynne Embleton, CEO at IAG Cargo, commented: "The airfreight market continues to be very competitive. Our overall performance has been robust and the market has gradually improved through the first half of 2017. This

improvement has come from ongoing growth in cross border e-commerce and pharmaceutical shipments, with encouraging regional performance in markets such as Asia Pacific and Europe."

Embleton said cargo volumes partly went up by the two-way sea freight congestion between China and Europe, although volumes have also been boosted by strong consumer demand for products ranging from high end electronic tech to the globally trending

fidgit spinners.

She also noted that "India has also performed well, mainly due to a high demand for express and time-sensitive freight. Our time and temperature sensitive offering, Constant Climate, continues to support a burgeoning pharmaceutical industry in India."

This month, IAG Cargo is also making its emergency shipment product called Critical will be available to forwarders transporting Constant Climate shipments.

This means that customers shipping pharmaceutical products can now upgrade emergency medical shipments to Critical, giving them non-off loadable status. This follows the continued success of Critical which recently surpassed 2,000 shipments since launch.

Embleton said while IATA's overall forecast for the calendar is rosy, industry players anticipate hiccups and challenges to come.

"While IATA's revised forecasts for 2017 are positive, we anticipate that the challenges we face as an industry, with increasing competition and capacity coming from road, rail and sea freight, will continue. In this competitive market we're focused on developing our products, embracing digital innovations and always looking to improve how we deliver for our customers," she said.

DP World reports 10.7 percent gross volume growth in Q2 2017

DUBAI: DP World Limited handled 34 million TEU (twenty-foot equivalent units) across its global portfolio of container terminals in the first half of 2017, the company announced.

The company's gross container volumes grew by 8.2 percent year-on-year on a reported basis and 7.7 percent on a like-for-like basis, with second quarter growth rates accelerating to 10.7 percent year-on-year on a reported basis and 10.4 percent on a like-for-like basis, ahead of Drewry Maritime's upgraded industry estimate of 4 percent throughput growth in 2017.

The first half of 2017 witnessed an improvement in global trade and all three DP World regions saw growth

rates accelerate in the second quarter of 2017, particularly our terminals in Europe and the Americas. The UAE handled 7.7 million TEU in 1H2017, growing 4.3 percent year-on-year, implying a 2Q2017 growth of 6.6 percent.

At a consolidated level, the terminals handled 17.9 million TEU during the first half of 2017, a 22.4 percent improvement in performance on a reported basis and up 4.7 percent year-on-year on a like-for-like basis.

Reported consolidated volume in the Asia Pacific and Indian Subcontinent region was boosted by the consolidation of Pusan (South Korea) at the end of 2016.

"Our portfolio has delivered ahead-of-

market growth benefitting from the improved trading environment in 2017 and market share gains from the new shipping alliances, driving volumes in the second quarter. The robust performance was delivered across all three regions, which once again demonstrates that we have the right strategy and the relevant capacity in the key markets," said Group Chairman and Chief Executive Officer Sultan Ahmed bin Sulayem.

"We are pleased to see our terminals in the Americas and Europe continue to deliver growth. Encouragingly, UAE volumes have improved and we continue to expect our portfolio's volume growth to outperform the market," he added.



Delta Cargo top performing US domestic carrier



ATLANTA: Delta Cargo had the highest average NFD percentage for total airport to airport shipments among North American carriers over the last 12 months at 81.31%.

“Operational reliability of end-to-end delivery that matches Delta’s world class on time performance metrics, is a key priority,” said Julian Soell, Delta Cargo’s Managing Director Cargo Operations and Customer Experience. “It is important for our customers to have service predictability and these metrics show that the actions we are taking are moving the needle on

delivery time and performance ensuring reliable freight delivery across our global network.”

Delta Cargo has made significant investment in its technology systems and infrastructure as part of its focus on operational reliability.

The Atlanta Warehouse transformation was among the significant changes. Its new process, layout and structural changes in the main warehouse improved efficiency and cargo processing flow that generated customer satisfaction.

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Main Features

- Long life time (8-10 years)
- No maintenance required
- Enable real easy ULD handling



NYU Abu Dhabi and Etihad Cargo explore innovative airline cargo logistics solutions



ABU DHABI: Etihad Cargo forged a partnership with NYU Abu Dhabi (NYUAD) to develop an intensive four-week summer course, Driving Genius, to look at how different aspects of robotics, programming, and design principles can help to develop solutions for the airline cargo industry.

“It’s about establishing a partnership where students gain everything they would from a traditional course including the opportunity to test their models in the real-world ‘laboratory’ of the organization,” said Christian Grewell, partner in the Program on Creativity + Innovation, and professor of interactive media arts at NYU Shanghai, who led the summer course at NYUAD.

“When Etihad engaged with us, they engaged across every function of their business and at various levels in the

organization. We came up with ideas for people not just in executive positions, but in-line level operational roles. That’s an invaluable experience for students when combined with the work we do in the lab and classroom.”

Students were given access to Etihad Cargo’s warehouse operations in order to develop an understanding of how things work and to be able to identify processes where efficiencies could potentially be improved. They were then split into three groups and tasked with designing and developing feasible tailor-made solutions using virtual technology.

At the end of the four weeks, students presented four prototypes to Etihad Cargo’s senior vice president David Kerr and head of cargo handling, Robert Fordee. The prototypes were: Cargie, a load-carrying robot capable

of machine learning; PaperTrail, an app to track airway bills and cargo documents; Viz360, a virtual training app; and HoloCargo, a 3D scanning and virtual reality system that can help loadmasters build pallets of boxes in a 3D environment.





KLM Cargo launches new and faster sorting system



PARIS: KLM Cargo officially launched in July a new sorting system that can handle more than 2,000 items per hour, bound for more than 70 destinations.

The company says the system was built in cooperation with Lödige Industries and Vanderlande and allows for faster handling of all post, express and pharmaceutical consignments.

Air France and KLM are the world's first airlines to make use of this kind of sorting system. In Paris, the system has already been a great success since its launch in April 2015. KLM opted for a same kind of system, but had to make various innovative adjustments owing to a

lack of space.

"E-commerce is a fast-growing branch in the cargo industry. This innovative system allows us to keep pace with the rapid increase in post and express consignments. The system is faster and smarter, allowing us to offer better service to our customers," said Marcel de Nooijer, EVP KLM Cargo.

Bertholt Leeftink, director - general Enterprise and Innovation of the ministry of Economic Affairs and Kajsja Ollongren, alderman of the municipality of Amsterdam, officially launched the sorter today with help of Marcel de Nooijer, EVP KLM Cargo, and Pieter Elbers, KLM president & CEO.

To make space for a new pier at Schiphol, one of KLM Cargo's three warehouses had to be partly demolished. The main challenge in building the sorting system lay in accommodating existing cargo processes in 50% of the floor space. This was achieved, in part, by scaling up vertically. The storage space for containers has doubled, ensuring that there is space for growth.

Together, KLM and Air France are the world's fifth-largest air cargo carrier. Every year, KLM and its partners carry 928 kilotons of cargo. Schiphol is Europe's third-largest air cargo hub, after Frankfurt and Paris.



TURKISH CARGO IS GHANA'S AIR CARGO CARRIER OF THE YEAR

Turkish Cargo was named the Air Cargo Carrier of the Year by the Ghana Shippers Awards in Ghana, one of the busiest markets in Africa. Known for its tropical fruits like pineapple, mango, passion fruits and papaya, Ghana regularly exports to various destinations across the globe through Turkish Cargo, a global brand known for its excellence and quality service



COVER STORY

Munich Airport

Inspiring Innovations

By Gemma Q. Casas





“The digitalization with the focus on seamless travel concepts will play an essential role in the future of all airlines and airports. IT and corporate strategy divisions need to cooperate closely in the planning and realization of their airport’s “digital journey” to provide a stress-free and smooth travel chain for the passengers.”

The passenger and market outlook for the global aviation industry remains strong with more people projected to travel by air in the future as the middle income population in India, China, Southeast Asia and other emerging markets rises.

Experts estimate global passengers to reach 65 billion by 2030, overburdening some airports but a boon to some that invested and prepared for such occurrence in terms of technology and new infrastructure.

Germany’s Munich Airport, one of the busiest in the world, is leading the pack in Europe with its innovative ideas and pragmatic approach in seamlessly connecting people and in recent years, making the aviation industry more environment-friendly by tackling the carbon emission problem head on.

In an exclusive interview with **Air Cargo Update**, Dr. Michael Kerkloh, the political scientist who has been leading the airport’s 9,000-strong men and women as president and CEO, shares his insights on how they have turned Munich Airport from a mere complex of runways and buildings where passengers and cargo take-off, to a Five-Star Airport status, the first and only one in Europe, commanding a high-price for its ideas

and innovations.

Kerkloh, who was voted recently as president of the powerful Airports Council International Europe (ACI), which oversees more than 500 airports across 45 countries in the continent, also talks about the impact of security issues on airport finances and how they aim to address it as well as other important matters affecting the industry.

“I am looking forward to continuing the successful work of my predecessors and bringing more visibility to the issues affecting the airport industry and to the work of the ACI Europe team in Brussels,” says Kerkloh.

Taking on more important roles across the globe, Germany is indeed fast becoming a reluctant political powerhouse the world looks up to for protection and sound decisions even in the aviation industry.

Record Year

Munich Airport marked its first half of 2017 with 21 million passengers, a record since it began operations in 1992.

The figure represents the full-year record for 1999, convincingly demonstrating its powerful dynamic growth.

In 2016, passenger traffic at the airport where people from all over the world descend on varying times of the year to attend international events at the globally famous Messe Munchen, was up 6 percent while total take-offs and landings totaled 200,000 during the period, up by 4 percent.

Cargo movement in 2016 at Munich Airport was also a boon with a new record high of 9 percent year-on-year increase to approximately 180,000 tons.

With the substantial traffic increases, Munich Airport outpaced the industry as a whole in Germany – largely on the strength of a strong performance by the European traffic segment, which showed an impressive 8 percent year-on-year increase in total passengers, explained Corinna Born, Director of International Media Relations at Munich Airport.

Dr. Kerkloh says “Munich Airport is indeed looking stronger than ever before” with the goal of attaining new standard of quality in the coming years.

“We’re now in the enviable position of being poised to add more chapters to our success story for the next 25 years – in the interests of Bavaria and the people who live here,” he said.



COVER STORY

“The sheer diversity of tasks made my aviation career rich and challenging. Operating an airport means connecting people and contributing fundamentally to a region’s prosperity. Every day I find new reasons to be proud of being part of Munich Airport’s success story.”

**The Future**

Munich Airport made history with the opening of its first midfield terminal in April 2016, which expands its capacity by 11 million passengers per year with plenty of space for retail and dining options for travelers.

Fast becoming known as the Green Airport of Germany, it has also set new environmental airport standards as well as expanding its business enterprise to handling airports around the world.

“In terms of its environmental impact and energy efficiency, the “green terminal” sets new standards for the airport industry. The latest milestone in the airport’s dynamic development was Lufthansa’s decision to station 15 Airbus A350 jets in Munich,” explained Dr. Kerkloh.

“Serving long-haul routes with these advanced widebody jets will result in enormous reductions in fuel consumption, emissions and noise. This also corresponds with the airport’s strategic climate protection targets,” he added.

This month, Munich Airport’s operating company FMG has established a new 100% subsidiary for its international activities. Under Munich Airport International GmbH (MAI), Munich Airport now has a tailor-made platform for handling international contracts in areas of consulting, airport management and

training previously implemented by the parent company.

FMG’s know-how and operational success as a full-service airport operating company and its expertise in commissioning new airports have made it a popular choice as a consultant in the aviation industry, generating annual sales of around 10 million Euros.

FMG’s international business division has provided tailor-made solutions at more than 50 airports around the globe, including Bangkok (Thailand), Quito (Ecuador), Madrid (Spain), Barcelona (Spain), Rio de Janeiro (Brazil) and Delhi (India). It plans to open sales offices for Asia, the Middle East and Central and South America.

At present the experts from Munich Airport are involved in the management of airports in Palmerola (Honduras), Cairo (Egypt), and Taif (Saudi Arabia). Consulting services are being provided at such airports as Muscat (Oman), Abu Dhabi (UAE), Riyadh (Saudi Arabia), Quito (Ecuador) and Changi Airport in Singapore.

Dynamic leader

Part of Munich Airport’s success is a strong leadership that the workforce and management lean on. At the back of this is Dr. Kerkloh who began his aviation career in 1995 at Frankfurt Airport after earning his degree in economics and doctorate in political science.

“In 1995, I became one of two managing directors at Hamburg Airport. In September 2002, I was appointed as president and CEO of Munich Airport. I presided the ADV (German Airport Association) until the end of 2016 and was member of the governing bodies of a number of leading industry organizations,” Dr. Kerkloh recalled.

“In June 2013, I was elected for a three-year term to the board of ACI and became Vice President of the ACI in June 2015. As you can see, I am hundred percent dedicated to the aviation industry.”

A people-person who munches Haribo’s gummy bears for lunch if his schedule is too tied up to even grab a sandwich, Dr. Kerkloh takes care of the airport’s manpower to ensure that they get a fair share of their hard work.

“Munich Airport currently employs 9,000 people. With their hard work and commitment, the employees have played a decisive role in Munich Airport’s success. The airport management team understands the enormous importance of a motivated and competent crew, and has therefore, made it a top priority of the airport’s personnel policy to create and develop attractive jobs and good environments,” the airport executive said.

Munich Airport is currently ranked as top employer in the German transportation and logistics sector, according to a recent study by the news magazine Focus.

“We are well aware of our responsibility for the success and satisfaction of the staff and make substantial investments, for example, in measures to help employees with their work-life balance we offer job trainings in our Airport Academy,” the C noted.

A big fan of Borussia Dortmund (BVB), Dr. Kerkloh said more than handling people, the hardest part of his job was when he welcomed FC Bayern after it won the Champions League Finals against the BVB in 2013.

“You know I am a big soccer enthusiast and my absolute favorite soccer team is Borussia Dortmund (BVB). So, living and working in Munich, the home of Borussia Dortmund’s biggest competitor FC Bayern, can already be quite a “challenge” for a Borussia fan,” Dr. Kerkloh said.



“When FC Bayern won the Champion Leagues finals against Borussia Dortmund in 2013, as Munich Airport CEO, I had to officially welcome and congratulate the FB Bayern Munich winner team upon their return to Munich Airport. You can believe me being a convinced Borussia fan “I suffered.” But since Borussia Dortmund’s club colors are black and yellow, I ordered as many black and yellow “follow-me” cars to be parked directly on the apron around the FB Bayern Munich welcome ceremony,” he fondly recalls.

Major Accomplishments

Over the past 15 years, many innovations had been realized at Munich Airport but its title as the first and only Five-Star airport in Europe stuck and became the envy of others in the continent.

“Being awarded as Europe’s first and



only Five-Star Airport by Skytrax in 2011 was an extraordinary accolade during my career,” said Dr. Kerkloh.

Another accomplishment was a

partnership with Lufthansa Airlines to plan, finance, construct and operate a terminal building. Worldwide, this was the first agreement between an airport operator and an airline to run a terminal.

“The idea behind this unique joint venture was to build an efficient and fast hub system and to bundle airport and airline expertise in order to create a terminal building offering maximum service and comfort to passengers,” said Dr. Kerkloh.

“When Terminal 2’s capacity reached its limit of 25,000,000 passengers per year, the construction of the satellite building was the logical continuation of this success story – taking passengers to a new level of comfort. Further, we are proud of the many honors and awards we have received over the years,” he added.

Dr. Kerkloh is also proud that Munich Airport is recognized as a pioneering Green Airport.

“I consider it also a major accomplishment that the governing bodies of the airport operating company have adopted a resolution stating that the CO2 emissions directly attributable to the airport’s operations will be reduced by 60 percent by 2030,” he said.

Through 2030, Munich Airport will invest 150 million Euros to finance all environment related projects geared for its climate protection program.

“A responsible approach to the environment plays a key role in our corporate strategy. We have already rolled out a number of projects that go far beyond statutory requirements and industry standards. Until 2030, we will invest 150 million Euros in total for this climate protection program,” Dr. Kerkloh explained.



Dr. Michael Kerkloh
Munich Airport, President & CEO
ACI Europe, President

Accounting for 4 percent of the GDP in Europe, airports contribute significantly to the continent’s economy.

In 2015, the more than 500 airports across 45 European countries which are members of the Airports Council International Europe (ACI) handled more than 1.9 billion passengers, 18.9 million tons of freight and 22.8 million aircraft movements.

Dr. Kerkloh, who now leads this trade organization talks to *Air Cargo Update* about his new role and his views on issues that affect the global aviation industry.

ACU: As a German, some view your new role as another proof of Germany’s increasing widening global influence and leadership role. Some say Germany is fast becoming a reluctant global political powerhouse. What can you say about that?



COVER STORY

I consider myself a European citizen and in my role as ACI Europe president, I will strive for a positive development of the European airport industry evaluating different interests and needs. That is also how I see Germany – engaged in balancing out European interests and giving active support to hold Europe together.

What are your top agenda as far as policies are concerned as the new ACI president? Please elaborate.

Well, here are some of the most pressing issues on the agenda: Security, the EU Aviation Strategy and how airports need to continue supporting it, climate action, the capacity crunch, digitalization and the airport, Brexit and the list does not stop there.

What would you say are the top challenges facing European airports in this digital age? Please explain.

For many airports, digitalization is already a strategic field of action within their corporate strategy. The digitalization with the focus on seamless travel concepts will play an essential role in the future of all airlines and airports.

IT and corporate strategy divisions need to cooperate closely in the planning and realization of their airport's "digital journey" to provide a stress-free and smooth travel chain for the passengers. The challenge will be to juggle with numerous airport divisions as well as external partners. Data is the currency and the issue of ownership of data is really only beginning. The next few years will be instrumental in deciding the direction this takes for a generation.

You have successfully run Munich Airport for many years. Perhaps ACI members can learn something from your experience. From an economic perspective, how should airports be managed to keep it profitable while satisfying all stakeholders, including the passengers?

You raise an interesting point and knowledge exchange is one of the primary pillars of ACI Europe's activities towards its members. Given the scope of the membership and the various sizes of airports involved, there is no one-size-fits-all in terms of advice that going to work for everyone. And although I have been in this business a long time, one of the things I find increasingly interesting is the number of CEOs coming to this industry from other sectors-bringing new fresh thinking, importing ideas from elsewhere-it's an exciting trend and one that I think is having a very positive

influence on the business.

Would you recommend higher passenger and terminal fees at this point? What should airports consider when imposing fees?

With a membership of 500 airports of varying sizes, resources and investment capabilities, I think it would be unwise of me to recommend any one strategy. What I will say is that airport charges are part and parcel of airports being businesses in their own right. Even with that, airlines still pay far less than the cost of the infrastructure they use and every airport seeks to keep its charges competitive, so that they can continue to attract more airline customers and more passengers.

Is Brexit a major concern for ACI as far as moving goods is concerned because of the changes in trade policies?

Brexit is absolutely one of the biggest concerns on our radar at the moment. The implications for European aviation are enormous – especially when you consider the level of connectivity between the UK and the other countries in the EU-27. In the event of a hard Brexit, it would cause major disruption. And when you consider how aviation relies on forward planning, the risks are very real and the clock is ticking.

However, I can say that ACI Europe has been working on this issue for some time now and we are doing a lot to highlight what's at stake, to the various parties involved.

What is ACI's goal as far as reducing carbon emission is concerned in the aviation industry?

One of our top priorities at ACI Europe is facilitating airport's efforts to reduce the industry's impact on climate change. At COP21, we announced that we would have 50 carbon neutral airports by 2030.

In July, when President Trump decided to back out of the Paris agreements, we decided to double-down on our commitment. So the new pledge is to have 100 carbon neutral airports in Europe by 2030. We have 27 already and there are certainly others who are very motivated to get there in the near future as well. Watch this space!

How big of a concern is airport security as far as you're concerned considering the number of fatalities and wounded at Belgium international airport at last year's terror attack?

Aviation security and in particular airport security – is a major priority. It has many facets to it, ranging from

ever-evolving technology in airside security and hold baggage screening, cybersecurity, dealing with the implications of heightened security on landside security and of course, most recently the new measures for screening personal electronics being imposed on our airline partners by the Trump administration.

ACI Europe invests a lot of time, energy and resource into seeking the best ways that the various members of the air transport sector can work with home affairs, border control and regulators to make airport security as secure and efficient as possible.

However, it is not an easy task, not least in the current climate where we rely so much more on better intelligence-sharing between government agencies, to combat the threat of terrorism visiting not just the airport, but any public space.

Would you convene your members for a meeting to further discuss security measures that should be unilaterally adopted across all international and domestic airports in Europe to ensure public safety? Please explain further why or why not.

I can assure you that these kinds of meetings happen all the time within ACI Europe. There is regular dialogue and knowledge exchange between our members – last year, we had a Special Summit on Security & Crisis Management.

ACI Europe has also worked hard to establish and maintain excellent channels of communication with the European Commission, ECAC, the US Department of Homeland Security and other relevant agencies.

Is the cost of providing security eating up a large chunk of airport budget? How should airports cope up?

Yes, indeed it is. Pre-9/11 it was only about 5 to 8% of airport's operating costs. Now it's something closer to 20%, I believe. That's quite a jump and in the US, they have the advantage of security being entirely publicly funded and operated by the TSA.

Cutting-edge technology and lots of innovations appear to be the new norm to enhance passenger experience and speed up services nowadays. But for some countries in Europe, implementing changes is still difficult due to budget constraint. Do you think the EU should step in to address this situation?

Airports can benefit from existing EU-funding programs.



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How is your baggage handled at the airport?



The baggage handling system market is estimated to be valued at US\$6.45 billion in 2015, and is projected to reach US\$9.36 billion by 2020, at a CAGR of 7.72% during the forecast period from 2015-2020, according to markets and markets projection.





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The hot summer months in the Middle East are also the busiest months for us to travel across the globe. Proper handling of our baggage makes our travels happy, satisfactory and at ease.

A baggage handling system is an integral part of any commercial flight airport and the operational efficiency of an airport is largely dependent on this system.

A smartly designed baggage handling system helps in improving passenger convenience while reducing aircraft turnaround time. The system includes conveyors, identification devices, screening devices, sortation devices and destination-coded vehicles.

The baggage handling system market is estimated to be valued at US\$6.45 billion in 2015, and is projected to reach US\$9.36 billion by 2020, at a CAGR of 7.72% during the forecast period from 2015-2020, according to markets and markets projection.

We discussed with baggage handling experts John Mitchell – Senior Manager Baggage and Cargo logistics, dnata and with Klaus Schäfer, Managing Director, BEUMER Group A/S how a baggage handling system works.

Basic aspects

Reliability, speed and efficiency are paramount for a modern baggage handling system. As an integral part of the passenger experience, a seamless, end-to-end process is crucial for ensuring that passengers continue to enjoy using the airport and report the highest satisfaction ratings.

There are different types of baggage handling system (BHS), one example is DXB: this is a tote system: A bag is injected to the BHS from either check-in or a transfer laterals, the identified by an automatic tag reader (ATR) which reads baggage tag bar code representing the standard IATA10 digit code.

This code is compared to the BHS database and assigned to a tote. Tote is then assigned to an output destination (carousel) if a near time departure or and early bag store (EBS) if far time. When it is time to load the bag is tipped out of the tote and fed to the

carousel, according to dnata.

Beumer Group's tote-based baggage handling system the CrisBag® system's Crisplant technology platform, fulfills all of these core criteria and adds 100% tracking and traceability throughout the entire baggage handling process.

Klaus Schäfer notes, "With the CrisBag® system, each bag is placed in an individual tote after check-in and the bag tag's IATA barcode is linked to the tote's embedded RF tag. The bag and tote are never separated and RF readers integrated into the track at critical points continually monitor and verify the position of the bag within the system".

Beumer Group's another aspect of a typical baggage handling system is the Early Baggage Storage (EBS).

The EBS technology can allow



Handling time

An analysis carried out by BEUMER Group revealed that within an overall connection time of 45 minutes there are typically just seven minutes available for the BHS to process each item of baggage:

- 18** 18 minutes from aircraft to transfer belt
- 07** 7 minutes for BHS processing
- 20** 20 minutes from chute to aircraft



baggage to be checked-in hours before the flight time, Gatwick, for example, offers check-in 18 hours before departure. This not only provides more flexibility for passengers, but also benefits the airport by helping to manage peak volumes and reduce labour requirements.

As a next-generation, dynamic EBS, BEUMER Group's CrisStore® system can enable more flexible staffing patterns at the loading gate and streamline the loading process through batch building of baggage.

Based on a modular rack-based storage system, CrisStore® is integrated into the main BHS to maintain 100% traceability and can be implemented in minimal footprint whilst providing for easy future expansion.

Tracking process

Currently, baggage handling can be a very fragmented process: check-in is handled by the airline; make-up by a ground-handler; arrivals by a different ground-handler; and reclaim carousels by the airport or airline. With the implementation of IATA 753



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“BEUMER Group’s Airport Software Suite ensures the required visibility and traceability of baggage at any stage in the process. In addition, Residential Service Contracts provide 24/7 system optimisation and effective maintenance programs, which ensure the highest levels of system availability and performance”

Resolution in 2018, IATA airlines will bear the ultimate responsibility for ensuring that each bag is delivered to the destination and passenger on arrival.

“Security is one area, which has previously presented issues of both traceability and delays as bags are removed from the sorting system for more intense scrutiny. As a tote-based baggage-handling system Crisbag® helps to overcome these issues by ensuring that each bag stays within its individual tote during the screening process.

“This enables each bag to be fully tracked and traceable throughout the screening process and allows the airport to benefit from high load-sharing of Hold Baggage Screening machines and fast transport between screening areas. CrisBag® therefore makes it possible for airports to meet the tightest security regulations with the optimum number of screening machines and without creating unnecessary bottle-necks and delays,” notes Schäfer.

John Mitchell of Dnata says, “At DXB we receive Baggage Process Messages (BPM’s) created by various processing systems. These represent the touch points a bag passes – like the ATR in BHS. We also scan containers and bags with PDA’s at points outside the BHS”

Airport operations

Today’s demand for high capacity and high security can only be achieved with individual traceability and control of each item of baggage throughout the Baggage Handling System (BHS).

A fully integrated end-to-end baggage handling system must

integrate technology for security screening, storage, sortation and transportation from check-in to loading, as well as for the handling of arrival baggage.

Klaus said, “BEUMER Group’s Airport



Software Suite ensures the required visibility and traceability of baggage at any stage in the process. In addition, Residential Service Contracts provide 24/7 system optimisation and effective maintenance programs, which ensure the highest levels of system availability and performance”.

“Comprehensive baggage tracking allows early decision making and to operationally employ pro-active tactics to intervene and connect bags that would otherwise be ‘at risk,” notes Mitchell.

Reducing these connection times will help airports to enhance passenger

satisfaction and improve the overall capacity within their systems.

Within a 45-minute transfer time there is typically sufficient flexibility for the passenger to make their connection even if the inbound flight is delayed by 15 minutes, but the chance of their bags being loaded on the flight is significantly reduced.

Unreadable bag tags are one of the key reasons why transfer baggage is delayed. When a tag cannot be read by the automated system, it can take several minutes for it to be diverted to a Manual Encoding Station (MES) before being routed back into the automated system. These few minutes can make the difference between the bag making and missing the flight.

The introduction of a Video Coding System (VCS) helps to minimise this delay by enabling the bag-source information to be viewed and encoded remotely, while the bag remains in motion within the main BHS.

This means that the majority of no-read bags no longer have to be diverted to an MES, which results in fewer missed transfer flights in addition to allowing the airport to shave peaks and minimise bottlenecks, according to BEUMER group.

According to dnata, baggage specific resource allocation tools are used for



FEATURES



servicing transfer baggage from arrival flights to an optimum BHS input point to support minimum in-system time. A dynamic BHS which can direct at risk bags to an output nearest to the departing aircraft.

Productivity and availability

Beumer Group utilizes remote access to information and controls, via tablet computers that provide significant improvements in both maintenance productivity and system availability.

“Tablets allow maintenance technicians to access technical documentation, such as a schematic of a particular section of the system, and receive live requests from the control room whilst they are standing next to the BHS. This also ensures that maintenance technicians and operators have access to the latest data, such as the maintenance records for each section of the BHS or the current screening status of a bag found on the floor of the baggage hall or dropped from a trolley on the apron,” explains Klaus.

dnata utilizes Baggage Reconciliation System for tracking and security; BHS for conveyance; Allocation systems to load and move; Activity Control Systems; Analytics

Recent breakthrough

Dnata's recent breakthrough has been RFID and BLE tags, which are becoming more available and affordable to replace traditional baggage tags – associated equipment to process and BHS batch handling techniques, which optimise material

flow and efficiency.

Beumer Group's recent breakthrough has been the development of the dynamic Early Baggage Store (EBS). Traditionally, the EBS has been used simply as a holding-space for baggage before it is sent to make-up.

EBS, therefore, is useful for allowing passengers to check-in early and spend more time within the airport's retail section. Major hub airports also use the EBS for storing transfer bags before they are required for loading onto the onward flight.

BEUMER's MD remarks, “A dynamic EBS, such as BEUMER Group's CrisStore® from the Crisplant technology platform, essentially enables airports to transform baggage handling from a 'push' system into a 'pull' system. In a typical 'push' system, bags are introduced, sorted and discharged to a certain destination, perhaps with a short stay in a conventional EBS whilst waiting for the loading gate to open. In a dynamic EBS, bags are stored individually in totes in a high-bay racking system with 100% tracking so that bags can be retrieved either individually or in batches at any time.

“This creates a 'pull' system in which control of the flow of baggage is transferred from the main control room to the operator in the EBS. By monitoring the bags held in the EBS, the ground-handler can assess when there are sufficient bags to fill a single ULD, or for a specific flight, and then recall individual bags to create a

batch ready for speed-loading. This allows the operator the flexibility to plan the loading process more efficiently in addition to helping the airport to increase productivity by opening a position, loading the bags, and then closing the position.”

The first 'pull' system based on a CrisStore® dynamic EBS has already been installed at Bergen Airport, Norway.

Future automation process

dnata's Robots and batching cells are interesting and dedicated conveyance networks from baggage make-up areas to aircraft parking bays using AGV's are too.

Another aspect is Baggage Reconciliation Systems (BRS) which ensure that baggage is cleared to travel – this involves scanning the barcode on a baggage tag.

The scanning is usually undertaken using a hand held device which makes physical handling awkward and clumsy; dnata have developed a POC which uses Google glass to scan, which releases the loaders hands to handle the bags.

To sum it all up, baggage handling can only attain the highest standards if the infrastructure is kept ahead of demand, all associated processes and systems are fully integrated and collaborative with its decision making, absolute certainty can be introduced to the logistics value chain, optimum efficiency in presentation of product and handling, automation of loading / unloading and big data analysis.



Under Goods and Services Tax (GST), the rates are going to be 0%, 5%, 12% and 18%. GST is expected to have a sweeping impact on many sectors, most importantly the logistics sector, which has been constrained by infra-structure & taxation issues.



India's 'One Nation, One Tax'

Touted by the National Democratic Alliance (NDA) government as India's biggest tax reform in 70 years since independence, the Goods and Services Tax (GST) was launched on July 1, 2017.

This was first proposed in 2000 but it was only the NDA government, under Prime Minister Narendra Modi's leadership, that idea came into fruition.

GST is an indirect tax applicable throughout India, replacing multiple cascading taxes levied by the Central & State governments. It has been advertised as 'One Nation, One Tax'.



Under GST, goods and services are taxed at the following rates – 0%, 5%, 12% and 18%. GST is expected to have a sweeping impact on many sectors, most importantly the logistics sector, which has been constrained by infrastructure and taxation issues.

GST is expected to optimize the production and distribution of goods and services and along with it, it will help speed up cargo movement across the country and beyond.

Indian check-posts and customs have been notorious for collection of toll and 'bribe', and of course unnecessary stoppage of vehicles.

A 2015 report by the Transport Corporation of India (TCI) and the Indian Institute of Management – Calcutta said that the stoppage expense (average expense incurred due to the stops along the way such as check-posts and customs) per ton-km had increased from Rs. 0.16 per ton-km to Rs. 0.28, a 75 percent increase between 2011-12 and 2014-15. The imposition of duties by State Governments at checkpoints was one of the reasons for the rise in logistics cost and this is expected to come down drastically under GST regime.

Consolidation of warehouses

Prior to GST, goods incurred 2 percent central sales tax (CST) when they are manufactured in one state and sold in another.

To avoid this, industries transferred the manufactured goods to warehouses in the State from where the sale of goods takes place. This helped them avoid CST while simultaneously availing the input credit that could be obtained through value-added tax.

With a fixed GST rate, the warehouses are expected to be consolidated into bigger players.

Manufacturing companies that own many small warehouses and third party logistics providers such as TCI, VRL Logistics and GATI among others are likely to move towards this hub-and-spoke service delivery model



“With GST, the average per day travel is likely to go up by an additional 164-km per day, almost 60 percent increase, according to a report on revenue neutral rate headed by India's Chief Economic Advisor Arvind Subramanian.”

wherein distribution takes place from a large centralized warehouse to surrounding States.

TCI is setting up GST-ready warehouses across four locations – National Capital Region – 2.5 lakh sq.ft; Nagpur 1.65 lakh sq.ft; Hyderabad – one lakh sq.ft; and Chennai – 45,000 sq.ft.

The TCI-IIM study had pointed out that trucks in India currently travel an average of about 280 km per day in comparison to those in the US which travel 800 km per day.

With GST, the average per day travel is likely to go up by an additional 164 km per day, almost 60 per cent increase, according to a report on revenue neutral rate headed by India's Chief Economic Advisor Arvind Subramanian.

Though the average fuel mileage has improved due to better roads and vehicles over the last few years, the nation still incurs a cost of close to \$6.6 billion annually due to transportation delays.

Transport costs likely to decrease

It is anticipated that with GST in place and reduced border checks and paper work the transportation cost is likely to come down by 20 to 30 percent in the medium term, which the logistics sector is looking forward to.

This will have a cascading effect on containerization too. With larger storage hubs, truck operators will transport higher volumes (full truck loads) thus optimising operations.

Organized big players should be able to take advantage of these changes. The increased speed of transportation will be a boon to the cold supply chain industry.

In a bid to ensure the smooth implementation of GST, the Central Board of Excise and Customs (CBEC) constituted 'GST Working Groups' to interact with select industry experts to address their concerns.

The Additional Director General, Directorate of Revenue Intelligence, J.M Kennedy, who is part of the Working Group, Transport & Logistics



FEATURES



GST had an interactive meeting in Chennai with the logistics industry leaders from the Federation of Freight Forwarders Associations in India (FFFAI), the Air Cargo Agents Association of India (ACAAI), the Association of Multimodal Transport Operators of India (AMTOI) and the Consolidators Association of India (CAI).

GST issues 'red-flagged'

The associations raised many concerns as there are going to be teething problems. They stated that certain provisions in the GST needed a relook and they included freight forwarding, customs broking, logistics services and manufacturing and exports industry in the country.

The joint delegation emphasized on exemption from new tax burden to be levied by GST structure on freight forwarding, customs broking and logistics industry as a whole, which hitherto have been exempted to make Indian manufacturing and export less expensive and competitive in the international market.

Presently, there is no 'service tax', based on Rule 10 of the 'Place of Provision of Service Rules 2012', in the air and sea cargo freight forwarding segment. This means that in respect of taxation on transportation of goods (other than mail or courier) criteria should be the 'Place of Destination of Goods'.

In the freight forwarding segment,

including air and sea cargo pertaining to export of goods from India, the place of destination being outside India and, as a result, service tax is not payable.

This aspect was also confirmed by CBEC by a circular issued on August 12, 2016. However, the proposed GST law plans levy of GST on international transportation as well as freight forwarding which is in variance with the GST Provisions in other countries.

In addition, in the international air segment all airlines have registration in India and when a freight forwarder purchases an air freight slot/space from the airline, the tax would be applicable as per GST rate on services. Currently, there is no tax imposed on freight forwarders for the same.

The Associations observed that Indian exports would become 'uncompetitive' if the GST on freight forwarders is passed on to exporters. Similarly, levy of GST on import cargo would also result in double taxation (since on the entire freight, customs duties are being levied under Section 14 of the Customs Act) affecting re-export or Ex-Im trade.

The Association representatives also raised a red flag over Registration and Data/ Return filing. The GST law indicates that SGST registration could be required in every state where there is a supply of goods or services or both.

Currently, for service providers, the

law provides for a centralised registration and compliance. The rule exists in view of the fact that logistics related services especially in ex-im trade, are different from the traditional manufacturing sector. It has also been noted that under the GST regime supplier will have to file data online on 10th and 15th of every month and a monthly return on 20th apart from an annual return.

This would mean 37 filings per state if state-wise registration is implemented. In addition, if TDS and ISD is applicable there would be 61 filings in a year per state, which they stated would add to a lot of unnecessary paperwork and harassment.

Zero rated tax sought

The Associations urged at the meeting that international transportation of goods by all modes including freight forwarding should be zero rated; ancillary services related to international transportation of goods like customs clearances, warehousing, storage, cargo handling, packing, unitisation, port, airport, terminal etc should be zero rated or exempted; Concept of centralised PAN based registration must be retained whereby service providers in the international transport segment can have a centralised registration and discharge applicable taxes through GST portal; The location of service provider should be the centralised registration address in the context of 'Place of Supply' provisions; and a single periodic return for the entire country should be implemented.

It is believed that as GST stabilizes, it will yield several productive and positive outcomes, starting with setting up of huge warehousing hubs coupled with an enhanced transportations and logistics services across the nation.

Besides, there would be business opportunities in offering a variety of value-added services such as bar coding, reverse logistics, packaging etc., to provide international quality services to the consumers.

India is perceived to be moving on the right track and in an 'express' mode, thanks to the government's proactive policies.

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ULDs: Keeping cargo together

ULDs are certified and tested to maximum load limits, the freight is restrained with a net, and/or straps and securely locked in place on the aircraft, so it cannot move or shift.



Using unit load devices (ULDs), commonly divided into pallets and containers, is a normal scenario in the cargo export industry for companies handling goods transported to various places.

It's the most effective way to handle and store materials and make loading and unloading an easy task, ensuring that your products arrive safely to their destination.

The unit load device market is projected to grow from \$1.64 billion in

2016 to \$2.02 billion by 2021, at 4.28% CAGR during the forecast period, according to marketsandmarkets.

Air Cargo Update met with cargo industry experts from Jettainer, Emirates, Etihad Airways and Cargolux to go in depth as to how ULDs help in storing, managing and delivering cargo in one go to its final destination.

David Dubois, Cargolux's Head of Global ULD Services, notes, "It makes things easier. A pallet plus net helps

secure several smaller pieces of cargo—ready to load onto an aircraft in a safe and efficient manner. Offsize cargo that is larger than the pallet's dimension can be loaded on a combination of pallets rather than a container."

"Pallets help to organize cargo for air transport. By pre-arranging the cargo items on pallets load control, the weight is equally spread within the plane, the contour/shape is strictly adhered to, so the loading process is



timely and efficient, all items are secured according to official rules and regulations (one needs to be certified to 'built' a pallet, meaning to secure items on a pallet and cargo can be placed on pallets prior to the flight, saving time," notes Jettainer's marketing and PR head Martin Kraemer.

Cargo transportation

ULDs are used to load freight and mail on wide-body aircraft. It allows a large quantity of cargo to be bundled into a single unit. It saves ground time and effort which helps to reduce the turnaround time of flights. Each ULD has a tag with details of cargo loaded on it and the contents, which are listed in the cargo manifest for the flight, helps to track the cargo.

David Kerr, Senior Vice President, Etihad Airways, said, "Pallets help to organize cargo for air transport. Palletised products can be moved more quickly than manually handling individual cartons. Palletised products can be moved more efficiently and stored more efficiently in warehouses. Pallets are typically easier to handle with material handling equipment than other styles of unit load device. Cargo can be placed on pallets prior to the flight, saving time compared to bulk loading."

Specific requirements

The selection of ULD for loading is based on the specification of cargo. There are different ULDs like VRA/VZA for cars, HMA for horses, RKN for temperature controlled cargo such as pharma.

"Yes, there are several types of ULDs required for many different types of cargo, i.e. TSC pharma in active container, horse stall, heavy cargo on a heavy duty pallet. Special container hold garments on hangers, lockable doors container are used for valuables or carracks. As a specialized cargo airline, Cargolux offers the right ULDs for all customer requirements," says Cargolux's David Dubois.

Emirates SkyCargo has a fleet of cool dollies that are used to transport temperature sensitive pharmaceutical products from ramp to temperature controlled storage area and vice versa.



It is also used as a temporary temperature controlled storage unit at ramp for quick transfer of pharma cargo. The cool dolly can support temperature ranges between -20C and +20C.

Emirates SkyCargo also has maindeck cool dollies that can transport temperature sensitive cargo to and from the storage area to the aircraft for quick loading and unloading.

"Our product development team also invented a new cool container which we named 'White Container'. It is coated on the inside with thermal Insulators to counteract high temperatures in Dubai and help preserve temperature-sensitive cargo, including fruits and vegetables as well as pharmaceuticals.

"The latest innovative product in our suite of transportation solutions for perishables, the Emirates SkyFresh Ventilated Cool Dolly not only maintains a constant temperature while transporting cargo, but also has a ventilation system that allows it to bring in fresh air from outside. The fresh air is then cleaned using custom built filters, cooled and then circulated inside the refrigerated interior where the temperature sensitive perishable cargo is stored. This is also available in a maindeck version," says an Emirates spokesperson who declined to be named.

Safe and Secure

ULDs are certified and tested to maximum load limits, the freight is restrained with a net, and/or straps and securely locked in place on the

aircraft, so it cannot move or shift. Containers have solid lockable doors.

"Containers protect cargo from all types of weather and give better protection against the damage of cargo. Cargo that cannot fit into containers are loaded onto pallets and secured with straps and nets to fasten the load, ensuring the cargo cannot shift during the flight. The ULD itself is locked on the ground of the aircraft with fasteners so it will be physically linked to the plane and not shift during the flight," said, David Kerr of Etihad Airways.

"As cargo is stored in them/on them according to official rules and nets/straps are used to fasten the load, it is thus made sure no cargo can shift during the flight.

The ULD itself is locked on the ground of the planes cargo or main deck with fasteners, so the ULD will be physically linked to the plane and can not shift during the flight," said Jettainer's Martin Kraemer.

Quick cargo movement

ULDs are pre-loaded, so they are ready anytime. They also hold a number of pieces of cargo that can all be handled in one go. They are crucial in transporting air cargo safely, quickly and cost-effectively.

They enable individual pieces of cargo, luggage or mail to be assembled into a single unit, which can then be loaded on and off an aircraft with speed.

To prevent the ULDs moving around during flight and potentially damaging the aircraft, the plane has loading and



FEATURES

“We have training in place for GHAs and will introduce it for forwarders handling Cargolux ULDs. ULD requires special and careful handling in order to keep them serviceable and prevent damage to the cargo. Our specialists use advanced procedures during handling and pallets and containers are regularly maintained to keep them in top shape.”



restraint systems. These interface directly with a ULD, locking it into place so it becomes part of the aircraft.

Loading capacity

On a PMC (96x125in) – the most common ULD – the maximum weight is 6.8T, on a heavy duty device, i.e. 20ft pallets (96x238.5in), cargo up to 29T can be loaded with restrainers on the aircraft and depending on the position in the aircraft. A main deck container can be loaded just like a PMC, 6.8T.

Pallets and containers can be loaded up to 3m high with a contour that fits the aircraft, according to Cargolux

ULD comparison

At times pallets are more preferred than containers as they are cheaper compared to containers for cargo transportation. Pallets can accommodate cargo that is difficult to fit into containers (e.g. oversized cargo). They are stackable and therefore efficient and easy to store empty and return by aircraft.

On the logistic side, pallets are easier to move and re-position than containers.

However, according to Jettainer there are cargo items that perfectly fit on pallets, and others better in

containers. Baggage for example always flies containerized.

It is the nature of the goods and/or the preference of the airline what ULD they use. E.g. it is more difficult to steal from a container than from a pallet.

Handling requirements

“ULDs become part of the aircraft the moment they are locked on the aircraft floor. Therefore, they always must be in excellent serviceable condition, handled with care and should be 'airworthy', and there are strict rules regarding airworthiness.

“At Etihad Cargo, we provide 'Serviceability training' to all staff who handle the ULDs. There is pocket guide called 'Damage Limitation Card' provided for their easy reference,” says Kerr.

“We have training in place for GHAs and will introduce it for forwarders handling Cargolux ULDs. ULD requires special and careful handling in order to keep them serviceable and prevent damage to the cargo. Our specialists use advanced procedures during handling and pallets and containers are regularly maintained to keep them in top shape,” according to Cargolux's spokesperson.

Jettainer has a program called ULD-X-perts, teaching handling staff of the

right way to treat ULDs. This is done in order to lower repair incidents.

Precautionary measures

Pallets are to be covered with polythene covers to protect from weather conditions like rain, dust etc. They are to be stored in appropriate locations depending on the conditions and type of cargo loaded on the pallets.

ULDs need to carry the owner's name in order to know where to bring them or who to contact in case of abundance units.

Mandatory markings on ULDs include IATA code and TSO/ETSO plate, manufacturer's data plate, ODLN (operational damage limitation notice- used to check ULD for serviceability). A ULD tag is attached with the AWB number that is unique to that ULD and allows to track the cargo linked to that ULD.

ULDs must be moved on dollies only – from the time they are loaded until they are secured on a position on the aircraft.

There are also constant developments and advances in technology as well, testing is continuous (RFID, GPS) but generally, controlling is done with manual input of ULD messages processed by an IT system.

Also it is IMPORTANT to note that it is not the decision to use or not use a pallet. It is GIVEN by the type of airplane that the needed ULDs (containers or pallets. If a plane is equipped with a roller bed, freight HAS TO be loaded on ULDs only. Most planes (belly and freighter) are using ULDs, according to pallets expert Jettainer.

Jettainer always labels ULDs in addition to the Jettainer sign with an airline denominator and the airline code of its customer. This is as Jettainer runs INDIVIDUAL ULD fleets for each single customer.

Jettainer adds a ULD number for individual tracking, tracing and steering of each ULD. This number is unique making it possible to steer any single ULD within our network.

There is as well a QR code on the ULD for electronic recognition. This, together with the unique number and the airline code & Logo is ALL NOT MANDATORY.

US Air Cargo Industry Affairs Summit



Unite with senior leaders of the air cargo industry at the 2nd annual US Air Cargo Industry Affairs (USACIA) Summit September 6th, in Washington D.C. at JONES DAY

CNS has joined forces with JONES DAY and nine notable air cargo stakeholder organizations to bring attendees from across the nation's supply chain to meet face-to-face with key government officials in the Nation's Capital. These include industry leaders representing airlines, airports, ground handlers, brokers, forwarders and other executive-level stakeholders involved in the movement of air cargo.

The Summit provides a forum for executives of the trade involved in government compliance, regulatory affairs, commerce and operations, to raise awareness in Washington of the vital role air cargo plays in facilitating trade and economic wellbeing, and to discuss and debate important government related topics that impact the future of the air cargo sector. Topics to be discussed will include infrastructure constraints, eCommerce, undeclared dangerous goods, potential impacts of the recent Administration change, regulatory impacts on security, customs and trade, as well as the importance of the air cargo value chain as a facilitator of trade and employment in the United States.

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Germany experiments with truck platooning

All trucks in the platoon are connected via electronic car-to-car communication, thus, cutting CO2 emissions and savings costs while ensuring the safety of the drivers



Defined as a vehicle system for road traffic in which at least two trucks on the freeway are networked by a technical system, allowing them to drive one after the other at a very close distance, platooning is envisioned to soon be the norm in Germany.

Convinced that the electronic coupling

of the vehicles will ensure safe travel in traffic, cut CO2 emissions and costs, Germany's Federal Ministry of Transport and Digital Infrastructure has offered 2 million Euros to experiment on the project.

DB Schenker, MAN, and Hochschule Fresenius are receiving the funding from the Federal Ministry for their joint

development of networked truck convoys. The project began in June and will last through January 2019.

The proponents say the partners will test truck convoys in everyday operation at the digital test site, the A9 freeway, for several months to analyze their suitability for practical application and system safety in real traffic



“ We are thrilled that the Ministry has decided to provide us with funding. DB Schenker is pioneering the way, together with its project partners, to the introduction of platoon technology for trucks in the German market. With early and thorough testing in real road traffic scenarios, we are, yet again, fortifying our role as a leader in digitalization. This project demon-strates our high standards and ambition to be the driver of digital business models for our customers in the transport & logistics sector.”

scenarios as well as within the logistics processes of DB Schenker. This phase is also aimed at investigating the potential effects of the new technology on the truck driver profession.

“Automated and networked driving will soon be a reality. The platooning project will bring the technology from the lab to the roads. High-tech trucks maintain safe distances and comm-unicate with one another. Traffic runs more smoothly and safely, and road capacity and cabin comfort go up. This relieves stress on drivers and the environment,” said Alexander Dobrindt, Federal Minister of Transport and Digital Infrastructure.

“With this project, DB is expanding its further expertise as a modern mobility and logistics provider. The Ministry is bringing innovative research projects focused on automated and networked driving to the road and is providing funding in the sum of 100 million euros. With the development and testing of networked trucks, we are beginning yet another project on our digital test field, the A9 freeway. The goal of our funding is to make Germany the leading market for automated and networked driving,” he added.

Jochen Thewes, CEO of Schenker AG: “We are thrilled that the Ministry has decided to provide us with funding. DB



Schenker is pioneering the way, together with its project partners, to the introduction of platoon technology for trucks in the German market. With early and thorough testing in real road traffic scenarios, we are, yet again, fortifying our role as a leader in digitalization. This project demon-strates our high standards and ambition to be the driver of digital business models for our customers in the transport and logistics sector.”

The total funding amount will be divided among the project partners in accordance with their respective budget needs. DB Schenker will coordinate the entire project.

Starting in early 2018, the first test runs will take place on the digital test field, the A9 freeway, between the DB Schenker locations in Munich and Nuremberg. MAN will construct modern test vehicles for performing the test runs.

Joachim Drees, Chief Executive Officer of MAN Truck & Bus and MAN SE: “We are very pleased to receive funding for this important project which enables

MAN, together with our project partners, to test the truck platooning project for the first time over several months of practical application in real everyday logistics scenarios with professional drivers.”

Hochschule Fresenius is researching the effects of the new technology on the drivers in the platoon with a focus on the neurophysiological and psychosocial impact. “From the very beginning, it is important consider those who will be affected by the developments”, says Professor Dr. Christian T. Haas, Head of the Institute for Complex Health Research at Hochschule Fresenius. “Our knowledge gained by analyzing the effects of the human-machine interface flow directly back into how the technology is developed and the working conditions are designed.”

At the start, the trucks will run unloaded while the driving conditions in everyday traffic are analyzed and the drivers are trained. Over the course of 2018, there should be up to three trips per day with real loads.



Jazeera Airways now flies between Kuwait and Baku, Azerbaijan



KUWAIT: Kuwaiti-established airline, Jazeera Airways, launched in July its double weekly service to Azerbaijan, a popular summer destination among expatriates and Arab explorers

Located between Europe and Asia, Azerbaijan is known for its magnificent natural sceneries, vibrant culture and unique heritage.

Dubbed as the city of winds, the country's capital, Baku, is home to a tangle of intricate alleys, mosques, historic structures and the Palace of

the Shirvanshahs and the Maiden Tower, now listed among UNESCO's World Heritage Sites. The city is also home to innovative start-ups companies and fashion boutiques.

Baku is also preferred among holidaymakers for its wide array of attractions and unique lifestyle.

Jazeera Airways flies direct to Baku on Mondays and Fridays at varying times.

Nahid Bagirov, Head of Azerbaijan Tourism Association (AZTA), said: "Baku is emerging as an attractive

destination and the beginning of double weekly flights is a significant milestone for both Baku and Jazeera Airways. This step will lead our nations closer with greater commercial and industry relations and promote the discovery of Azerbaijan's brilliant culture."

"We are grateful to Jazeera for including Baku as their destination of choice and as we advance, we look forward to receiving the people of Kuwait who visit Baku to build lifelong memories with their family and friends," he added.

SaudiGulf Airlines launches chauffeur service

DAMMAM: SaudiGulf Airlines has introduced a new chauffeur service for travelers to the Kingdom of Saudi Arabia designed to make their journey easier.

The airline said this service can be booked along with the passengers' air tickets. A chauffeur will pick them at their point of origin to their designated airports. Once they reach their city, another chauffeur will pick them up and bring them to their final destination.

"SaudiGulf's boutique offering is focused on providing quality service at every touch point, where every passenger receives individual attention. The SaudiGulf Chauffeur service allows us to extend this genuine hospitality and offer customers a highly personalised, reliable and convenient chauffeur service," said the airline's Chief Executive Officer Samer Majali.

SaudiGulf Airlines currently operates flights between Dammam, Riyadh



and Jeddah.

The Pick-Up and Drop-Off Service is available within a range of 75kms from the airport and is offered in three Packages – Basic, Family and Premium.

Basic offers a fleet range of Camry,

Sonata & Mazda starting from SAR 99. Family gives you a choice of GMC Suburban & Chevrolet Tahoe starting from SAR 149. Premium allows customers to enjoy a personal drive of Audi A6 or BMW 5 Series at prices starting from SAR 149.

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AIRLINES

flydubai expands to 10 Russian route network



DUBAI: flydubai has added three more destinations to its Russian routes, bringing to 10 its flight network in the country.

The Dubai-based budget airline will launch flights to Makhachkala and

Voronezh this autumn and resume services to Ufa.

Flights from Dubai to Makhachkala and Voronezh will operate twice a week, from 31st October and 29th October, 2017, respectively. Services to Ufa will

relaunch on 31st October with three flights a week. This will make flydubai the only UAE-based carrier to offer direct air links on these routes.

Commenting on the launch, Ghaith Al Ghaith, Chief Executive Officer of flydubai, said, "Russia has been a key part of flydubai's network since an early stage in our operations. We entered the market in 2010 and focused on markets that were previously under served from Dubai. Russian passengers recognize the benefits of direct air links and together with our product offering have helped us to successfully grow our service across the country. Today, we are pleased to further expand our footprint as we see a growing demand for travel from Russia to Dubai."

Along with the new additions, flydubai's network in Russia includes Kazan, Krasnodar, Mineralnye Vody, Moscow, Rostov-on-Don, Samara & Yekaterinburg

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ISTANBUL: Who doesn't want a free cake and eat it too?

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Etihad Holidays expands to Saudi Arabia, Kuwait, Oman and Bahrain



ABU DHABI: Etihad Holidays has extended its operations in Saudi Arabia, Kuwait, Oman and Bahrain to provide a wide choice of package holiday options to travelers from there.

The move follows the successful introduction of Etihad Airways' holiday division in the UAE, UK, Germany, India and North America.

Darren Peisley, Managing Director of Etihad Holidays' parent Hala Group, said, "We continue our growth across the region, ensuring a new wave of customers have access to the great range of packages and hotels on offer through Etihad Holidays. We are excited to bring to residents of Saudi Arabia, Kuwait, Oman and Bahrain access to great rates for over 150 destinations around the world."

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- ✓ Boost to e-commerce and exports with the 'Make in India' initiative
- ✓ Regional Connectivity Scheme - UDAN by the Indian government to offer huge opportunity for inbound and outbound cargo movements

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Dubai Airport process 43 million passengers in H1 2017



DUBAI: Passenger traffic at Dubai International (DXB) surpassed 43 million in the first half of 2017, according to its operator Dubai Airports.

During the first six months, the top country destinations in terms of total passenger volumes were India, with 5,943,359 passengers, followed by Saudi Arabia, the UK with 3,064,172 passengers, Pakistan, and 1,561,559 flyers from the US.

Separately, HH Sheikh Ahmed Bin Saeed Al Maktoum, the president of

Dubai Civil Aviation Authority and Dubai Air Navigation Services (dans), announced 41,589 aircraft movements were recorded in Dubai and Northern Emirates' airspace in June.

A total of 31,243 movements were registered at Dubai International Airport (DXB), with 237 helicopter movements. Air traffic movement figures at Al Maktoum International Airport (DWC) registered a total of 2,665 movements.

Air traffic movement reports also

declare a daily average of 73 movements, as well as 323 helicopter movements for the month at DWC which reflects significant increase of 14.1% in movements in comparison with the same month in 2016.

In total, DXB handled a total of 43,054,268 passengers during the first half, up 6.3 percent compared to the corresponding period in 2016 when the airport welcomed 40,507,251 passengers.

Monthly traffic in June reached 6,084,674 compared to 5,857,503 during the same month last year, up 3.9 percent. The relatively modest growth was the outcome of the Holy Month of Ramadan falling in June, a traditionally slow month.

"We are pleased with the growth in the first half, and with the rush of travellers expected to hit peak at the end of school holidays later next month, we are looking forward to another quarter of positive growth. We will continue to focus on improving service quality at DXB by bringing in new experiences and services to engage and delight our customers," said Paul Griffiths, CEO of Dubai Airports.

EgyptAir new planes now at Cairo International Airport

CAIRO: Despite Egypt's volatile economic and political situation, the country's flag carrier managed to modernize its fleet with the acquisition of nine new Boeing 737-800 planes this year.

Six of the nine have so far been delivered as of July and the remaining three are expected to be turned over within the year.

"We have steady goals to achieve regarding EgyptAir fleet and through this order of B737-800 NG, which to be finalized by the delivery of the ninth later this year, with an approximate age of six years," EgyptAir CEO Safwat Musallam was quoted in the media as saying.

The CEO said EgyptAir is reviewing offers by major aircraft manufacturers

and lease-funding companies to modernize the airline's fleet that would include short, medium and long-haul planes.

"We are working on an overall-plan that would enhance our medium-haul fleet, we managed to further develop our network, increase frequencies on the most popular routes, therefore, guarantee that all our passengers reach their destination on time," he told the media.

Headquartered at Cairo International Airport, EgyptAir currently serves more than 75 destinations in the Middle East, Europe, Africa, Asia and the Americas.



The government, however, is on a quest to increase its flight services to beef up passenger traffic as well as the country's air freight industry through the refurbishment of the Cairo Cargo City at the airport.

The airport is also undergoing construction to link it to Cairo Metro, the main public transportation to the city.



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AIRPORTS

5.5M passengers at Sharjah International Airport in H1 2017



SHARJAH: A total of 5.5 million passengers passed through Sharjah International Airport (SIA) during the first half of 2017, an encouraging growth of 2.9 percent compared to the same period in 2016.

SIA also announced aircraft movement at the airport increased to more than 37.3 thousand from January to June 2017, up by 3.8 percent during the same months in 2016. The airport registered 6,115 aircraft movements, including 94 unscheduled ones, during June 2017.

The volume of air freight handled at Sharjah International Airport in H1 2017 was more than 72,998 tons, including 11,157 tons in June, while the amount of sea-air cargo registered during the period from January until

the end of June 2017 was 5,346 tons.

Ali Salim Al Midfa, Chairman of Sharjah Airport Authority, said, "The number of passengers through Sharjah International Airport continues to grow as a result of the continuous development of the facilities and services under the guidance of H.H. Dr. Sheikh Sultan bin Mohammed Al Qasimi, Supreme Council Member and Ruler of Sharjah."

The use of smart gates had contributed to the airport's capacity while there has also been an increase in the number of destinations served by the airlines operating at the airport, he added.

Sheikh Faisal bin Saoud Al Qasimi, Director of Sharjah Airport Authority, said that the airport will continue to

provide the best services and facilities which have gained the confidence of passengers, making SIA the preferred travel option for many people because of the efficiency of procedures, particularly after the launch of smart gates which have helped cut waiting time and reduce congestion.

According to statistics, more than 850,000 passengers have passed through the 16 Smart Gates at Sharjah International Airport since they were launched in October 2016.

The smart gates have reduced the time required to carry out passport control procedures by more than 70 percent, helping to cut the waiting time as travellers can now get through passport control within 20 seconds

Major modernization at Jammu Airport under way

JAMMU: Jammu Airport is undergoing major renovations with its terminal building up for expansion along with aerobridges, the Indian government announced.

The airport, which belongs to the Indian Air Force, is the gateway to Kashmir, the disputed territory between India and Pakistan since the partition in 1947.

"The ongoing project of Terminal building expansion is in its final phase and likely to be completed by the end of August," Airport Authority of India (AAI) Director DK Gautam was quoted in the media as saying.

Considered to be highly sensitive due to the ongoing conflict in Kashmir, several security and space restrictions will continue to be imposed at Jammu Airport even after

the project is completed this August.

Apart from the terminal, the airport's first-floor will also be modernized.

In a study in 2016, the airport's runway suitable for AB-320 aircraft has also been recommended for expansion to accommodate bigger planes. Jammu was described as a "defense aerodrome strategically located near the Pakistan border."



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EXECUTIVE MOMENTS

SkyTeam Cargo names Nico Van der Linden as VP for cargo alliance



Nico Van der Linden

AMSTERDAM: SkyTeam Cargo, the global alliance of 12 airlines, has named Nico Van der Linden as Vice President of Cargo Alliance filling in the vacuum that Eric Hartmann left after moving to Agunsa as Vice President in May this year.

Van der Linden is tasked with further strengthening the

SkyTeam Cargo alliance by working closely with the 12 cargo members from around the world.

In recent years, SkyTeam Cargo has implemented several initiatives and technological advances that have made it easier for customers to do business with the alliance partners.

With over 30 years of cargo experience, Van der Linden brings a wealth of knowledge and expertise to the role. He previously held top management posts at both KLM Cargo and AIR FRANCE KLM Cargo.

He also spent time working in some of the world's most prominent transport hubs, including Paris, Dubai and Amsterdam.

Having worked with numerous international organizations, Van der Linden has accumulated experience across several key areas, including commercial, customer service and operations, in both central and regional functions.

SkyTeam Cargo members include, Aeroflot Cargo, Aerolineas Argentinas Cargo, Aeromexico Cargo, Air France Cargo, Alitalia Cargo, China Airlines, China Cargo Airlines, China Southern Cargo, Czech Airlines Cargo, Delta Cargo, KLM Cargo, and Korean Air Cargo.

Collectively, they offer customers a worldwide system to over 900 destinations in more than 175 countries.

Senior promotions for Ray and Ryan at Virgin Atlantic Cargo

LONDON: Virgin Atlantic Cargo has announced two senior appointments to its sales team as it sees soaring volumes, most notably from its home market in the UK.

Ryan Ellis takes up the position of Head of Global Accounts while Ray Wood joins the airline as Regional Sales Manager for the UK.

Ryan joined Virgin Atlantic in 2010 and has previously held the roles of Regional Sales Manager – Continental Europe and, most recently, Head of GSA Territory Management. In his new post, based at Virgin Atlantic's VHQ headquarters close to London Gatwick Airport, Ryan succeeds Steve Hughes, who left the airline in April.

Ray was previously responsible for Global Key Accounts covering regions of the UK & Ireland and EMEA for IAG Cargo. Earlier in his career, Ray also spent 14 years with Lufthansa Cargo in a number of sales roles, including UK Sales Manager, and gained experience working in the



Ryan Ellis, left and Ray Wood

freight forwarding industry.

Steve Buckerfield, Vice President, Sales at Virgin Atlantic, said: "Ryan and Ray take up their new roles at a very positive time with our global volumes up 7% for the first five months of this year and our business from the UK up 13% year-on-year."



Samir Cherfan

PSA Group appoints Cherfan as SVP for sales & marketing for Mideast & Africa

PARIS: Samir Cherfan has been appointed Senior Vice President Sales and Marketing for Middle East and Africa at PSA Group as the company aims to deliver 1 million units of Peugeot, Citroën and DS brands in the region by 2025.

Cherfan has 25 years of experience in the automotive industry. He graduated from the Polytech Paris Engineering School in 1992.

He spent the first 11 years of his career with Renault Group before moving on to Nissan where he was credited for making significant growth in market share across the GCC countries as well as in Turkey. For his new challenge, Cherfan will lead his team in the company's strategic development and operations to push sales in the region.



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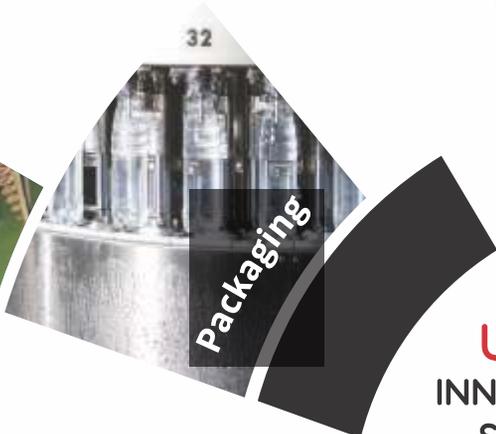
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UAE among the world's 'digital elites'

DUBAI: The United Arab Emirates along with Singapore, the United Kingdom, New Zealand, Estonia, Hong Kong and Japan have been identified as the world's 'digital elites' with their economies characterized with high levels of digital development and evolution.

The Fletcher School at Tufts University, in partnership with Mastercard, a leading technology company in the global payments industry, made the assertion of their findings in the recently released Digital Evolution Index 2017.

The comprehensive research tracks the progress that countries have made in developing their digital economies and integrating connectivity into the lives of billions.

With nearly half of the world's population online, the research maps the development of 60 countries, demonstrating their competitiveness and market potential for further digital economic growth.

The index measures four key drivers and 170 unique indicators to chart each country's respective course, including supply (or internet access and infrastructure), consumer demand for digital technologies, institutional environment (government policies/laws and resources) and innovation (investments into R&D and digital start-ups etc.).

Combining the pace and state of digital advancement, the research puts the



UAE in the 'Stand Out' category with the state demonstrating high levels of digital development while continuing to lead in innovation and new growth.

Global IT spending projected to hit US\$3.5 trillion in 2017

DUBAI: Worldwide IT spending is projected to reach US\$3.5 trillion in 2017, a 2.4 percent increase from 2016, and the digital business is forecast to continue to soar in the coming years, according to Gartner Worldwide IT Spending Forecast.

Aviation, air freight, logistics, shipping, banking and finance are among the top global industries undergoing massive digital transformation as the nature of business dramatically changes across the globe.

Gartner, a leading research and advisory company, says business and technology platforms will continue to be transformed digitally, thus, companies are likely to spend more to upgrade their systems.

"Digital business is having a profound effect on the way business is done and how it is supported," said John David Lovelock, Vice President and analyst at Gartner.

"The impact of digital business is giving rise to new categories; for example, the convergence of 'software plus services plus intellectual property.' These next-generation offerings are fueled by business and technology platforms that will be the driver for new categories of spending. Industry-specific disruptive technologies include the Internet of Things (IoT) in manufacturing, block-chain in financial services, along with other industries, and smart machines in retail. The focus is on how technology is disrupting and enabling business."

The Gartner Worldwide IT Spending Forecast is the leading indicator of major technology trends across the hardware, software, IT services and telecom markets.

For more than a decade, global IT and business executives have been using these highly anticipated quarterly reports to recognize market opportunities and challenges, and base their critical business decisions on proven methodologies rather than guesswork, the Emirates News Agency WAM reported.

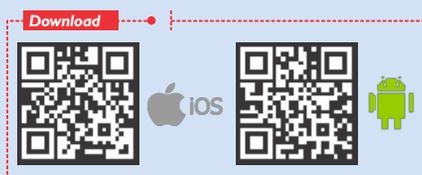
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MEBAA Show Morocco

This two-day outdoor event provides the ideal platform for business aviation suppliers, providers and buyers to network and establish new relationships in North Africa. MEBAA Show Morocco will feature a static display area, around 50 exhibitors and 25 aircraft.

Marrakech Menara Airport, Morocco

September 12-13, 2017

5th CCP Pharma & Bioscience Conference and Exhibition

This event brings together Cool Chain industry leaders to discuss pressing challenges and what the future holds for them. The conference will be held alongside the ULD Care Conference & the 9th Annual Air Cargo Handling Conference—three programs combined to offer a unique, holistic & passionate insight & perspective on air freight logistics & transportation of Cool Chain products.

Corinthia Hotel | Budapest, Hungary

September 18-19, 2017

9th Air Cargo Handling Conference

The 2017 ACH Conference will be held alongside the ULD CARE annual conference & the Cool Chain Association, all under the same roof & offering joint activities so at time the agendas will merge. Each will be discussing key issues within ULD's, messaging bottleneck, e-AWB implementation, CEIV pharma & industry training.

The Corinthia Hotel, Budapest

September 19-21, 2017

17th Freighters World Conference

The ideal platform for industry debate on key themes facing the air cargo industry, the 17th Freighters World Conference organized by Air Cargo Week will gather airline, airport, charter broker, financier, ACMI operator, aircraft manuf., conversion company or integrator executives in this most sought after conference. Case studies, panel debates, exhibitions & networking opportunities are also among the highlights.

InterContinental Chicago, Chicago, USA

September 25-27, 2017

FIATA World Congress

This year's theme, "Logistics Bridging Global Trade" will be a platform to discuss how the industry can facilitate the super-efficient movement of goods across international boundaries. Key components to this goal will be discussed at the conference—from the influence of customs policies, worldwide legislative developments in transport, to the latest in technology, training and guidelines in security and safety.

Kuala Lumpur Convention Center | Kuala Lumpur, Malaysia

October 04-08, 2017

China (Shenzhen) Int'l Logistics & Transportation Fair (CILF) 2017

Jointly held by Shenzhen Municipal People's Government, China (Shenzhen) International Logistics and Transportation Fair (CILF) is the leading Logistics & Transport Expo in Asia.

As a professional, effective, reliable and wide exchange platform for all players in logistics, transport and relevant industries all over the world, the CILF attracts numerous international well-known firms to exhibit and further promotes the international influence of China logistics industry since 2006.

Shenzhen, China

October 12-16, 2017

TIACA Executive Summit

TIACA's Executive Summit "Future Proofing Air Cargo" will be attended by air cargo supply chain decision makers from across the globe to network, grow business opportunities, and learn about the latest technologies and trends from the experts.

Miami, Florida, USA

October 18-20, 2017



Future Proofing Air Cargo

TIACA's Executive Summit "Future Proofing Air Cargo" will be attended by air cargo supply chain decision makers from across the globe to network, grow business opportunities, and learn about the latest technologies and trends from the experts.

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Dubai Airshow

The Dubai Airshow, first held in 1986 under the name the Arab Air, is the foremost aerospace event in the Middle East. The show features an extensive display of civil and military aircraft and sees trade delegations attending from across the world.

A firmly established aviation event, Dubai Airshow 2015 gathered 1,103 exhibitors from 63 countries, more than 66,000 trade visitor and generated an order book of \$37.2 billion.

DWC, Dubai Airshow Site

November 12-16, 2017

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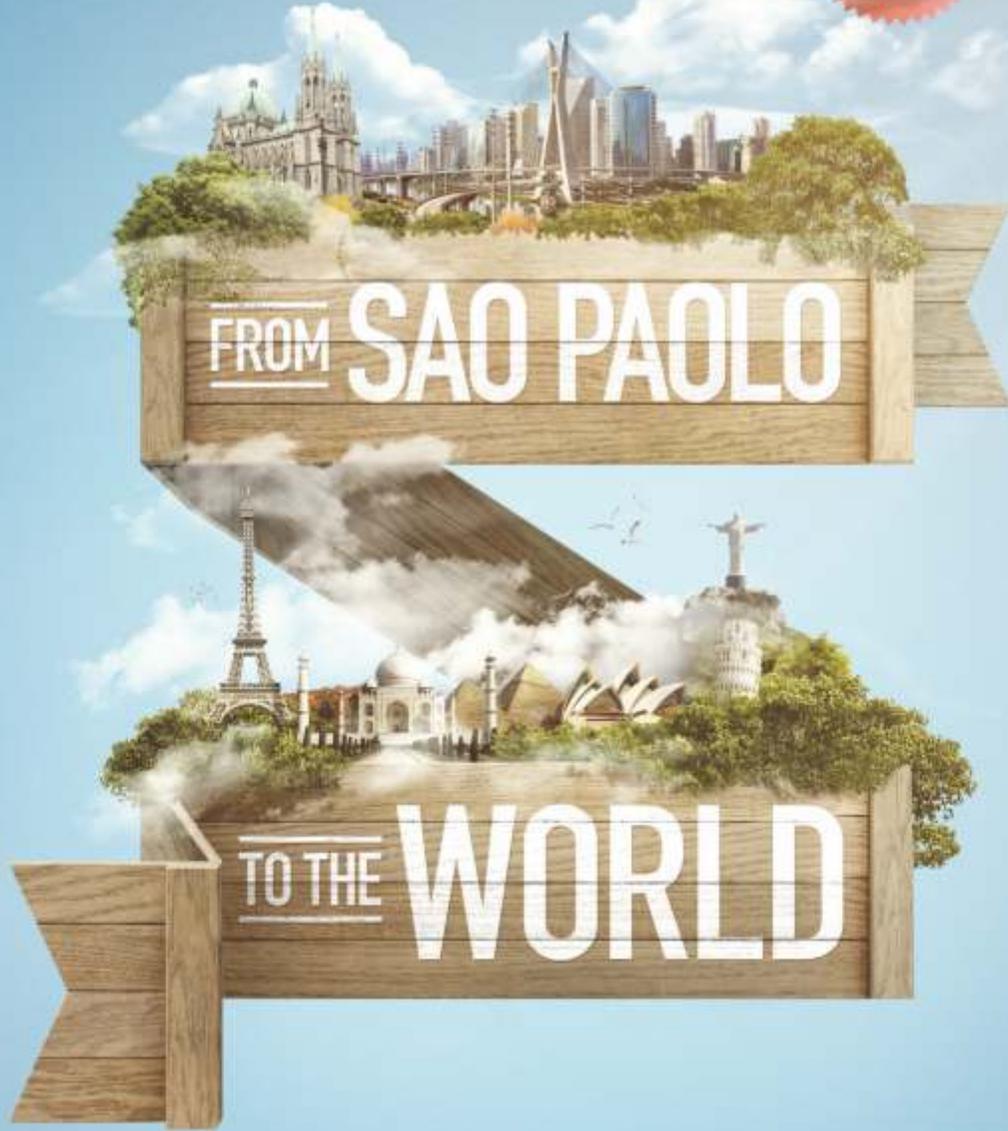
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GRU-DKR	TK 6440	7	16:55	02:40	
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* All times are local. (Valid from 25 June 2017)

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