

air cargo update

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



Lufthansa Cargo Rebounds with renewed strength

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CEO & Chairman
Lufthansa Cargo AG



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Middle East, Africa, Asia & beyond

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PO Box: 9604, SAIF Zone, Sharjah - UAE
Tel: +971 6 557 9579, Fax: +971 6 579569,
info@7dimensionsmedia.com
www.7dimensionsmedia.com

Chief Editor

Gemma Q. Casas
gemma@7dimensionsmedia.com

Contributors

Nirmala Rao
Ayesha Rashid
ayesha@aircargoupdate.com

Sales & Marketing

Israr Ahmad
israr@7dimensionsmedia.com
Tousif Ahmed
tousif@7dimensionsmedia.com

Head Operations

Jamal Ahmad
jamal@7dimensionsmedia.com

Photo Journalist

Wasim Ahmed
wasim@7dimensionsmedia.com

Creative Head

Mohammed Imran
imran@7dimensionsmedia.com

WORLDWIDE MEDIA REPRESENTATIVES

France, Belgium, Monaco, Spain:
Aidmedia, Gerard Leconteur; Tel: +33 (0) 466 326 106; Fax: +33 (0) 466 327 073
India:
RMA media, Fareedoon Kuka;
Tel: +91 22 5570 3081; Fax: +91 22 5570 3082
Taiwan:
Advance Media Services Ltd, Keith Lee;
Tel: (886) 2 2523 8268; Fax: (886) 2 2521 4456
Thailand:
Trade and Logistics Siam Ltd, Dwight A Chivetta;
Tel: +66 (0) 2650 8690; Fax: +66 (0) 2650 8696
UK, Ireland, Germany, Switzerland,
Austria: Horseshoe Media, Peter Patterson; Tel: +44 208 6874 160

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Editor's Note

Catching up with time

The air cargo industry may be flying high value goods at high speed but its system and means of doing business remain antiquated with some experts saying its technology is probably 30 years behind what is commonly used now in the digital age.

With e-Commerce making a significant impact on the global trade landscape, the need for the airfreight industry to catch up with the digital world is increasing.

Even the most sophisticated cargo carriers in Europe agree something must be done to speed up the system in the industry. But the challenges are great. Going digital means money and investments in technology, more staff training, system upgrades, new infrastructure and more.

Add to their woes is the difficulty in synching emerging markets in Asia, the Middle East, Africa and the Americas, to embrace digitalization which are all important links in a healthy airfreight industry.

In this edition, we'll bring you insights on how big players in the industry are dipping deeper into technology to shore up growth. How logistics and freight are also doing the same to bring about efficiency, cut costs and speed up the process in transporting goods between borders.

We'll also discuss what industry experts are doing to curb the perennial problem on cargo theft and other crimes linked to transportation. We'll also bring you the latest financial reports from different cargo and related companies which described 2017 as one of their best years ever, profit and productivity wise.

And as always, we'll bring the latest news and features in the air cargo industry, airlines, airports, aviation and starting this issue, emphasis on the freight and logistics sector.

Gemma Q. Casas
Editor-in-Chief



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Dubai
United Arab Emirates
Dubai Airport Free Zone
Office # 4e-A115
Phone: +9714 2950772
Email: dwcsales@silkwayltd.com

Azerbaijan
Head Office
Heydar Aliyev International Airport
Baku AZ1044, Azerbaijan
Phone: +994 (12) 437-40-41
Fax: +994 (12) 4982042

Turkey
Turizm Ltd Sti.
IDTM A-2 Blok Kat: 9 No: 306
Yeşilköy / İstanbul
Phone: +90 212 4655472
Fax: +90 212 4655471

Frankfurt, Germany
Main Airport Center,
Unterschweinstiege 2-1460549
Phone: +49 (69) 65007040
+49 (69) 6500704/ex 151
Fax: +49 (69) 6500704190

New York, USA
Building 75, Ste. 230, Cargo
Area D JFK Intl.
Airport, Jamaica, NY 11430
Phone: +1718 9955010
Fax: +1718 9955011

Silk Way West Airlines is a cargo airline, based in Baku, Azerbaijan, with offices all over the world. We offer cargo transportation services globally via scheduled flights to the United States, Middle East, Europe, Far East, and Asia including CIS countries.

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Fly Baghdad CEO is an Aikido expert

In 2003, the US-led invasion of Iraq under the false assumption the country was keeping weapons of mass destruction began. That same year, the oil-rich Middle East welcomed the birth of the first low cost carrier (LCC) in the region, the Sharjah-based Air Arabia in the United Arab Emirates.

With more than 143 billion barrels of proven oil reserves, Iraq, one of the founding members of the powerful Organization of Petroleum Exporting Countries (OPEC), ranks third globally after Venezuela and Saudia Arabia, as the richest in terms of oil resources.

But 15 years after the US-led war and more than a decade after the death of its former dictator Saddam Hussein in 2006, Iraq is still in ruins, grieving over countless lives lost and millions of innocent civilians displaced.

Though peace and stability remain elusive in this once prosperous country, Iraq is slowly rebuilding itself and investments have started pouring in. Among those taking a chance is Fly Baghdad, a privately financed LCC re-launched in February 2017.

Ali Al Hamdany, CEO of Fly Baghdad, who began his aviation career with Air Arabia even before its launch in 2003, said it's an enormous task to rebuild the country and an equally challenging environment for investors, but Iraqis like him are up for the challenge.

"There is a point in time when you need to make a decision at a different level," Al Hamdany told **Air Cargo Update** in an interview noting that he felt the need to return to his homeland despite having a lucrative aviation career at Air Arabia which he described as an "excellent university" in the industry.

With Al Hamdany's vast experience and connections in the



Ali Al Hamdany
CEO, Fly Baghdad

aviation industry, Fly Baghdad successfully began its new journey flying domestic at Erbil International Airport and Sulaymaniyah International Airport. Internationally, the airline flies out of its hub at Baghdad International Airport to Amman in Jordan, Lebanon's Beirut and the Turkish cities of Istanbul and Ankara.

"Iraq is no longer considered a war zone. Although it's not in the best situation, it's not as bad as the media portrays. Before 2003, LCC was unheard of in the region. It's not possible because everything is controlled by the government," said Al Hamdany who has a Bachelor's Degree in Mechanical Engineering from the University of Baghdad before taking up his two Masters Degrees in IT and Engineering in the UK.

"With security stabilizing, investments are starting to come in," he added.

Through mainly online bookings and the social media, Fly Baghdad is able to sustain its operations.

"We are heavy on the social media," said Al Hamdany explaining that in Iraq, the digital world connects everyone to the outside world without compromising security or anything else.

This year, Al Hamdany hopes to expand the airline's routes to Dubai, New Delhi, Sweden and Germany where a large population of Iraqis who fled during the war are located.

With so much at stake and the burden of running an airline upon him, Al Hamdany finds solace in his passion for learning new things, traveling and honing his skills in the Japanese martial arts known as Aikido.

"Aviation has its own challenges wherever you are. My dream is to make this first LCC in Iraq a success in line with international standards," said the CEO who is an Aikido Blackbelter.



Cargolux adds new weekly flight to Tokyo's Narita airport



LUXEMBOURG: Cargolux has begun a new weekly flight from Luxembourg Airport to Narita International Airport in Japan under a cooperation agreement with Nippon Cargo Airlines (NCA) for code-share cargo flights between Luxembourg and Tokyo.

Cargolux's Boeing 747-8 freighter, registered LX-VCN, was warmly welcomed with the traditional water cannon salute upon arrival on March 28, followed by celebration events at Narita airport.

During the ceremony, Richard Forson, Chief Executive Officer of Cargolux, emphasized the importance of Japan in the cargo carrier's network, saying: "Japan has long played an important role in Cargolux's Far East network and we are

looking forward to supporting Japan's trade lanes to and from Europe."

The Cargolux weekly flight to Narita leaves Luxembourg every Tuesday evening, arriving in NRT on Wednesday afternoon at 16:25. Return flight is routed via Incheon and Novosibirsk.

As the Cargolux and NCA flights are operated on different days of the week, this arrangement gives

additional market opportunities for both airlines on the Europe-Narita sector while at the same time promoting competition between the partner airlines.

More than 2 million tons of air cargo volume is handled at Narita Airport each year, which accounts for more than 50 percent of international air cargo in Japan.

The major import items are prestige cars, communications equipment, pharmaceuticals and semiconductors and electronic components. Major export items include automobile parts, semiconductors, electronic components and other manufacturing devices, as well as scientific optical equipment.

Cargolux started operating flights to Japan in 1985, & has been serving Japanese exporters & importers since.



How we got a cruise ship running again.

When a cruise ship was stuck in a docking area last summer, we delivered a spare drive shaft for the ship's propeller as quickly as possible from Zurich to the Port of Hamburg so that the ship could start operating again without further revenue losses. This is just one of the many success stories we share with our customers.





Turkish Cargo carries 1.5M live fish to Oman from Izmir



ISTANBUL: Transporting cargo to 121 different countries around the world as a sub-brand of Turkish Airlines, Turkish Cargo added another successful operation to its proven track of records by carrying 1.5 million live Gilt-head breams weighing 100 tons to Oman from Izmir.

With the right environment, Turkish Cargo managed to transport the 1.5 million Gilt-head bream grown in the Aegean Region by Kilic Holding to Oman.

The fish were flown using a chartered Boeing-777F wide-body freighter. Aquaculture engineers checked every hour the baby gilt-head breams for the right pH balance, oxygen and water temperature levels.

"The live fish of 100 tons were required to be transported to Oman from Bodrum in a maximum period of 40 hours. They were first taken to trucks and carried to Izmir in 3 hours upon completion of the initial preparations. Then, they were loaded in our freighter equipped with special techniques by our cargo

handling officers," Turhan Ozen, Chief Cargo Officer at Turkish Airlines, shared.

"They were carried to Oman from Izmir in 3 hours, so, we were able to carry them within 24 hours in total. We accomplished this operation by means of our Boeing 777F type freighter in accordance with IATA LAR (Live Animals Regulations), reinforcing our success in transportation of live animals requiring an utmost level of care," he added.

The cargo executive said transporting these delicate fish requires expertise and the right conditions such as accurate air-conditioning, oxygen and regular temperature checks. The shipment is considered under dangerous goods due to the use of oxygen cylinders.

"We could provide the environment required for health of the fish, and meet the requirements of the operation thanks to our expert team and the assurance by Turkish Cargo. We, as Turkish Cargo, will keep standing by the Turkish exporters at all times," said Ozen.

The air freight company said it takes pride in its role of bridging economies across the world.

Serkan Ilgaz, Executive Vice President of Production at Kilic Holding, said Turkish Cargo's role is crucial in growing their business and the marine industry in Turkey.

"We carried approximately 1.5 million baby gilt-head breams to the Indian Ocean off the coast of Oman in shorter than 40 hours, and performed our first shipment with Turkish Cargo. We hope to keep developing our cooperation with our flag-carrier and accomplishing more achievements in the future," said Ilgaz.

Turkish Cargo supports the growing export and import seafood industry in some Arab countries—Turkey, Tunisia, Oman, Qatar & Saudi Arabia.

Virgin Atlantic Cargo earns 9% in 2017 as volumes reach five-year high



LONDON: Virgin Atlantic Cargo saw volumes reach a five-year high in 2017 and revenues rising 9% to £199.6 million, driven by strong growth in pharmaceutical and e-Commerce shipments.

The airline carried 230.5 million kilos last year – up 6% on 2016 – thanks to particularly strong westbound business to the U.S. Virgin Atlantic's new daily Heathrow-Seattle services, launched last March, performed above expectations and there were strong, double-digit gains in demand to other destinations across the U.S. from both London and Manchester.

"There's no doubt the air cargo market was buoyant in 2017 compared to previous years but there was still strong competition for this business. We are delighted with the results we have delivered for the airline, which are a tribute to the outstanding performance of our entire Cargo team," said Dominic Kennedy, Managing Director of Virgin Atlantic Cargo.

"With our prime route network, growing capabilities to transport specialist products, and our continued passion for delivering high quality service levels, we are well-placed to meet the sustained level of demand from our customers and looking forward to another positive year in 2018," he added.

Virgin Atlantic's daily services to India and Africa saw strong volume gains, as did routes to the UK from these markets, as well as from China and the U.S., despite exchange rate pressures.

In addition to growth in perishables and high value cargo shipments in 2017, Virgin Atlantic's biggest gains came from the carriage of pharmaceuticals and e-commerce shipments.

Supported by the opening of its new Heathrow Pharma Zone with joint venture partner Delta for temperature-controlled life science and pharmaceutical products in October 2017, shipments of these cargoes increased 20% year-on-year.

Similarly, the airline's e-commerce business grew in 2017, boosted by its high service levels and quick connections to major consumer markets in the U.S, the Middle East, China and Australia.

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GLOBAL NEWS

Recycled cardboards in place of timber seen to save cargo industry



FRANKFURT: The airfreight sector is up for an innovative major change with the introduction in the market of recycled cardboards in place of heavy timber solutions.

“This is a revolution in the airfreight sector,” says Andreas Langemann from trilattec, inventor and manufacturer of the novel transport system. Initial experiences with airlines have shown that 1,200 tons of weight can be saved annually – roughly equivalent to three fully loaded jumbo jets.

The squAIR-timber system of trilattec GmbH is up to 80 percent lighter compared with conventional pallets. The company started production and worldwide distribution of its new product in March 2018.

The company said disposal of the new material can be carried out in an environmentally friendly way, using a paper recycling facility. Costs for special wood disposal are saved as squAIR-timber is manufactured of 100% recycled material. Even the

purchase price of the new solution is convincing.

“The system has a twofold advantage: On the one hand squAIR-timber provides a tremendous advantage in costs and weight for the airlines. On the other hand handling agencies are benefitting from the time saving when assembling the ultramodern transport system,” said Langemann as he noted that ground handlers are saving 15 minutes per ULD when assembling the build-up.

squAIR-timber is setting new standards regarding performance. One metre of the novel material carries up to 5 tons if weight is evenly distributed, and with a net weight of only 1.2 kg/m. Timber of the same dimensions has a net weight between 3 and 4 kg/m.

“The key to the stability lies in the manufacturing process,” explains Stefan Trinkaus, Technical Director at trilattec. “After working in cold glue combinations into several layers of the cardboard fibers these are laminated together under pressure. This process enables water resistance of the product, thus, it is suitable for multiple use and at the same time ISPM15-compliant.”

AMI Melbourne relocates at new Airport Freight Precinct



LONDON: Air Menzies International (AMI) – the world's largest trade-only airfreight and express wholesaler – is moving its Melbourne, Australia operation to new and larger premises.

The brand new, state-of-the-art facility is located within the new Melbourne Airport Freight Precinct, just one kilometer and three minutes' drive from the airport's cargo terminals. It provides significantly larger warehouse, office and yard space, with a dock leveller, and awnings covering all loading bays. AMI's range of services includes Approved Security Screening with multiple X-Ray machines and Explosive Trace Detection equipment.

“The new facility and addition to our truck fleet represents a significant investment in upgrading our capabilities at Melbourne, which is one of our largest operations in the Australasia region,” said AMI Regional VP Australasia Geoff Young.



American Airlines Cargo picks GSAs in Croatia, Slovenia & Kuwait



FORT WORTH: American Airlines Cargo has further expanded its international reach with the appointment of General Sales Agents (GSAs) in three additional destinations outside of its network – Croatia, Slovenia and Kuwait.

This brings American's European network to 18 cities in 12 countries, the company said.

"These are two great new additions

to our international GSA network," said Richard Hartmann, regional sales manager, American Airlines Cargo. "Both are highly experienced companies with a proven track record in working with exports to the USA. Not only are they looking to send cargo to the US, but they believe there is considerable demand for service to onward destinations across our network in Latin America."

In Croatia and Slovenia R-BAG the Central Eastern Europe and Balkans specialist company has been chosen to represent American from Ljubljana Airport (LJU) in Slovenia and at Zagreb International (ZAG) in Croatia.

Meanwhile in Kuwait, Al Rashed International Group is now the GSA,

operating from its base in Kuwait City.

From Croatia and Slovenia, cargo will be trucked from both countries to European destinations already offering direct service into the American Airlines global network and interline solutions will be added for customers looking for express products.

Out of Kuwait, wide-body interline agreements into Europe to London Heathrow (LHR), Paris (CDG), Madrid (MAD) and Rome (FCO) will connect seamlessly with American's own services to the US and beyond.

Commodities outbound from Kuwait are expected to mainly comprise of general cargo, while out of Croatia and Slovenia there will be a more diversified range of goods including specialist pharmaceutical shipments and spare parts.



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GLOBAL NEWS

Silk Way West Airlines relaunches service to Budapest, Hungary



BAKU: After a break of nearly two years, Silk Way West Airlines has again introduced scheduled service into Hungary's capital, Budapest, as part of its expansion project in Europe.

The new flight landed at Liszt Ferenc International Airport in the morning of March 18, 2018, and henceforth, will have two flights a week—Thursday and Sunday—between Baku and Budapest.

With Vienna and Kiev already on Azerbaijan's state-owned air freight network of portfolio, the Budapest connection becomes part of its wider European expansion program with more destinations to be launched during the course of the year.

"We have recognized an increasing demand for scheduled services to and from Eastern Europe, which we believe came along with the rise of the eCommerce and tech business in this specific region. In the spirit of the ancient Silkroad, we want to facilitate this growth by providing regular shipping opportunities to Central Europe as well as into the booming Middle Eastern and Asian markets with the establishment of this connection," said Wolfgang Meier, CEO at Silk Way West Airlines.

René Droese, director property and cargo of Budapest Airport, said welcomes the new flight which he said "creates export opportunities in Hungary."

"We are proud to welcome the new cargo flight of Silk Way West Airlines to Budapest. The new flight creates additional export opportunities for the Hungarian industry, and through the international network of Silk Way West Airlines not only the main cargo hubs of Western Europe become accessible for its partners in industry and logistics, but markets in the Middle East and Asia too," said Droese.

Silk Way West Airlines fleet consists of more than 10 Boeing 747 full freighters with at least two more aircraft due to be delivered soon. The carrier operates a global network along the ancient Silkroad with an enhanced network through Baku connecting China, Central Asia, the Middle East, Europe, Africa and North America.

MASkargo joins IAG Cargo program



KUALA LUMPUR: IAG Cargo announced MASkargo, the cargo division of Malaysian Aviation Group, has become the ninth carrier to join its Partner Plus Program which allows members to interline on each other's metal on a commercially booked basis.

MASkargo serves almost 100 destinations worldwide, delivering through scheduled freighter services and Malaysia Airlines belly space capacity.

The partnership comes after Air New Zealand also joined the program in November 2017 as its eighth member. Partner Plus members already included American Airlines, the Avianca group, China Southern Airlines, Finnair, Japan Airlines, LATAM Airlines and Qatar Airways.

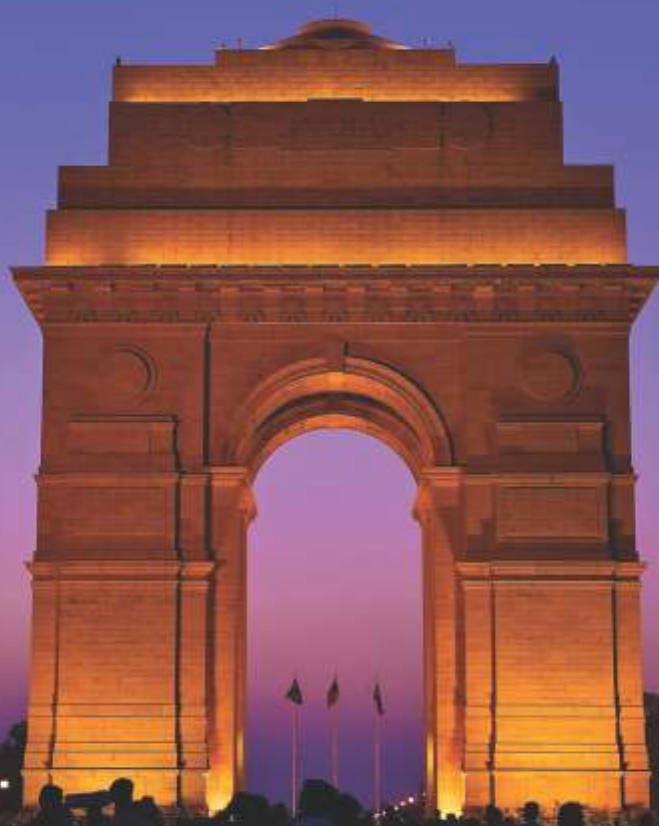
IAG Cargo, which has 546 aircraft announced its commercial revenue in 2017 totaled €1084 million.

IAG Cargo is the single business created following the merger of British Airways World Cargo and Iberia Cargo in April 2011. Following the integration of additional airlines into the business, including Aer Lingus, Vueling and bmi, IAG Cargo now covers a global network of over 350 destinations.



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GLOBAL NEWS

Volga-Dnepr delivers 130 tons of equipment under below freezing condition



LONDON: In temperatures of -35° Celsius, Volga-Dnepr Airlines carried out two flights from Novy Urengoy to Sabetta in Russia to deliver 130 tons of industrial equipment for 'Yamal-LNG', one of the world's largest gas recovery projects in the polar region.

Carried out in harsh climatic conditions, the transportation solution was provided at the request of AeroTransCargo, a Russian logistics company which has already managed the air transportation of over 3,500 tons of equipment, mostly using the unique IL-76TD-90VD and An-124-100 freighters and expertise of Volga-Dnepr Airlines.

For these latest shipments, Volga-Dnepr transported a 30-ton high pressure pump and other gas recovery cargo weighing a total of approximately 130 tons onboard two An-124-100 flights. The equipment is being installed at a liquefied natural gas plant being built on the Yamal Peninsula.

Alexander Supichenko, Director of AeroTransCargo LLC, pointed out: "Taking into consideration such difficult operating conditions, we could only turn to real professionals. We have been working with Volga-Dnepr Airlines since 2015 and have witnessed the vast capabilities of

their aircraft and experienced specialists. Our company is the contractor to one of the world's largest oil and gas projects so it is essential for us to meet the terms of our responsibilities and provide continuous equipment supplies to the production site of the 'Yamal-LNG' plant."

The equipment was delivered to Volga-Dnepr's An-124-100 from the customer's warehouse in Novy Urengoy before being loaded into the aircraft using a ramp extension and the freighter's onboard cranes. The first flight delivered 70 tons of equipment to Sabetta International Airport and a timely unloading enabled the 'Ruslan' aircraft to return to Novy Urengoy to collect the remaining 60 tons of cargo for delivery the next day.

"In the course of such deliveries, every single detail is of high importance: loading equipment, qualified crew members, full coordination with the customer regarding provision of the cargo to the airport, the arrangement of powerful cranes, lowbed trailers and the performing of loading/offloading by the airline's certified staff," noted Mikhail Smirnykh, General Director, Volga-Dnepr Airlines.

Cargo volume sold via GSA 'fairly stable'

LONDON: About 23 percent of air cargo volume is sold via GSAs and the percentage remains fairly stable despite the volatile business environment, according to WorldACD Market Data.

The research intelligence firm listed ECS as among the leading GSAs worldwide which account for about 35 percent of all GSA-business.

"In the world's latest Top-10, accounting for 35% of all GSA-business, we find ECS, ATC Aviation Services, Air Logistics, Kales, Aviation Solutions, FlyUS, Worldwide GSA, Nordic GSA, ScanPartners and Global GSA. They are mainly active in Europe and North America, where they take over 50% of all GSA-business," WorldACD said in its latest report culled from its data for 800 GSAs on record.

WorldACD described the GSA-market in Asia Pacific, the Middle East and South Asia "more fragmented." In Africa, Central and South America, GSAs are "virtually non-existent."

"The largest group of GSA's remains WFC (World Freight Company), with brands like Air Logistics, ATC, Kales and Hermes Aviation. Number 2(ECS) has lately been most active in acquisition. YoY volume growth for the top-10 in 2017 varied from 1% to 54%. In the Top-100 country pairs, in 2017 GSA's produced yields for their principals on average 12% below the yields generated by airlines doing their own sales," WorldACD noted.

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Swisslog and KUKA team up to strengthen CarryPick



DUBAI: Global warehouse automation specialist, Swisslog, in close collaboration with the KUKA Group, strengthens CarryPick by bringing the mobile goods-to-person system in-house.

CarryPick, an automated storage and order fulfilment system, is a flexible, scalable asset for delivering high value to customers in multi-channel fulfilment operations. The CarryPick system's new KMP600 AGV was developed in close collaboration between KUKA and Swisslog.

Synergies have allowed for a number of technical enhancements that make the AGV suitable for use in multiple industries. The CarryPick solution will be globally supported as part of the KUKA portfolio.

Combining the research and development power of Swisslog and KUKA has resulted in a new CarryPick solution that will deliver the highest performance and reliability through a fully integrated system that includes not only the vehicle but the system software.

Better mechatronics make the vehicle much quieter and enable a more ergonomic workspace, while also increasing battery life.

"Aside from the distinct advantages of the new system, it also comes with

comprehensive service from our global support network. Its stability leads to better results for our customers by reducing downtime and improving WIFI capabilities," said Dr. Christian Baur, COO Swisslog Group & CEO Swisslog Logistics Automation.

This new approach will offer Swisslog and KUKA customers the ability to interact with a single supplier, lower risk and support from a global service network.

With all components of the CarryPick system, from the AGV through software and support, located in-house, Swisslog will be able to further develop the entire solution to meet exact customer requirements, added Baur.

A dedicated team of experts will collaborate closely with customers, ensuring answers to the most important questions and service assistance are available from a single source.

Swisslog and KUKA also identified software as a critical factor for a seamless and positive user experience. With a specific CarryPick module within Swisslog's new SynQ software platform, the customer will no longer need to run several different software systems, reducing the risk of errors and downtime.

Air France KLM Martinair Cargo rolls out new software solution

SCHIPHOL/NEW YORK: Air France KLM Martinair Cargo (AFKLMP Cargo) has rolled out a new software solution across its global cargo network as part of its digital transformation project.

With Accenture (NYSE: ACN), the cargo carrier began the implementation of the Accenture Freight and Logistics Software (AFLS) platform designed to help its customers get quality quote-to-book process.

AFKLMP Cargo said the AFLS solution integrates all the commercial functions (Booking, Offer, Pricing, Rating, Capacity & Revenue Management, Flight Planning and Airway Bill Control) across Air France and KLM.

AFLS is now the unified digital platform for AFKLMP Cargo bringing an end-to-end commercial focus to revenue management process and extending the value chain to the end customers.

With the legacy systems decommissioned and replaced by the AFLS integrated Commercial Suite, Air France KLM Martinair Cargo IT system capabilities have been enhanced to enable price integrity and consistency for the airline group's customers and partners.

The AFLS Flight planning tool brings optimization focus for the short-term capacity management window.

The AWB Control tool enables automatic and guided discrepancy resolution between the commercial order and the operational shipment, preventing revenue leakage.

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GLOBAL NEWS

DP World wins concession for first deep-sea port in Congo



DP World Chairman Sultan Ahmed bin Sulayem, left, with Congolese officials during the concession signing ceremony.

DUBAI: Global port operator DP World has won a 30-year concession to build and operate a Greenfield multipurpose port project in Banana, the Democratic Republic of Congo (DRC) with option for a further extension of 20 years.

Under the deal, DP World will set up a joint venture with 70% control, and the government of DRC holding a 30% share, to manage and invest in the Port of Banana. The first phase of the greenfield project, with an estimated initial investment of US\$350 million, will include a 600-metre quay and 25-hectare yard extension with a container capacity of 350,000 TEU (twenty-foot equivalent units) and 1.5 million tons for general cargo.

The Port of Banana will be the first deep-sea port in the country along its small coastline of 37 kilometres, which currently only has the riverine port of Matadi, the UAE state news agency WAM reported.

Construction is expected to start in 2018 and is expected to take about 24 months to complete.

The initial investment of \$350 million will be spread over 24 months and the total project cost of more than \$1 billion over four phases will be dependent on market demand for the port, industrial and logistics zone

infrastructure.

The development gives the Democratic Republic of Congo the opportunity to be connected into global trade lanes, to have access to a wide range of global markets and to reduce its dependency on the neighboring countries' ports.

"We are delighted to extend our African footprint further with a major investment in DRC, which is Africa's third-most populous country but has no direct deep-sea port. Investment in this deep-water port will have a major impact on the country's trade with significant cost and time savings, attracting more direct calls from larger vessels from Asia and Europe, and ultimately acting as a catalyst for the growth of the country and the region's economy," said Sultan Ahmed bin Sulayem, Group Chairman and CEO, DP World.

Bin Sulayem said the project will contribute to DP World's global network and mission of developing markets.

Jose Makila Sumanda, DRC Vice Prime Minister and Minister of Transport and Communications, said the government has high hopes the project will deliver unprecedented economic benefits to the country while enabling traders and exporters access to more markets.

Cathay Pacific seals new cargo handling contracts with WFS in Brussels & Copenhagen

LONDON: Cathay Pacific Cargo has awarded new cargo handling contracts to Worldwide Flight Services (WFS) in Brussels and Copenhagen.

WFS's new three-year contract with cargo carrier began on March 25 for its new Brussels-Hong Kong direct service with four flights a week on the route, transporting passengers and cargo onboard its Airbus A350-900 aircraft.

WFS expects to handle some seven million kilos of cargo and mail per annum for Cathay Pacific in Brussels. It will also continue to provide handling for Hong Kong's home airline trucking network to and from Belgium.

In addition, the airline has also selected WFS for cargo handling in Copenhagen from May 2 with a seasonal three-times-weekly direct service to the Danish capital.

"WFS has been providing offline handling services for Cathay Pacific's trucking operations to and from Brussels for several years so we are delighted that the airline has chosen to partner with us for the launch of its new direct air services connecting the airport and Hong Kong," said Marc Claesen, Regional Vice President of WFS.

This is the latest in a series of new contract successes for WFS in Brussels, which earlier announced agreements with CAL Cargo Airlines, Japan Airlines, MNG Airlines and Oman Air.

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GLOBAL NEWS

dnata and IBS Software launch iCargo terminal



From left: IBS Software SVP & Head of Airline Cargo Services Ashok Rajan; dnata Senior Vice President UAE Cargo & DWC Airlines Services Bernd Struck; Executive Chairman of the IBS Group VK Mathews, and; dnata Senior Vice President International Airport Operations Rosario Marino.

DUBAI: dnata and IBS Software are jointly introducing the use of iCargo terminal operation suite across all its stations to manage the company's air cargo movement worldwide seamlessly.

dnata, one of the world's largest air services providers, is the first ground handler to launch a global roll-out of iCargo and have all its operations on one united platform using unified processes.

IBS Software, a leading IT solutions provider to the global aviation industry, says the end-to-end solution is expected to be gradually implemented across the system by 2020. By then, iCargo will have a user base of over 5,000 staff members across 27 stations, in 10 countries from the USA to Australia, interfacing seamlessly with a host of other system applications within the IT landscape of the business.

"We are always in pursuit of delivering exceptional service and improving safety and efficiencies. With iCargo as our technology platform, we are confident that we can stay agile and adapt to the fast changing needs of our customers

across the globe," said Bernd Struck – Senior Vice President UAE Cargo & DWC Airlines Services, dnata.

Ashok Rajan, SVP & Head of Airline Cargo Services, IBS Software, described iCargo as a "strong, stable and modern IT platform" widely accepted to be suited in the air cargo industry.

"Over the years, significant investment has gone in to give iCargo a strong product roadmap, continuously incorporating technology led innovation and building a collaborative community model of development. I am extremely pleased and excited to welcome dnata, one of the fastest growing Ground Handling companies in the world, as our latest customer for iCargo and look forward to a mutually beneficial long-term partnership," said Rajan.

Through iCargo, dnata will automate key business and operational functions - including ULD management, Quality monitoring and mail management with a single seamlessly integrated platform - iCargo.

Gulftainer welcomes mega containership

SHARJAH: Gulftainer recently welcomed one of the largest containerships in the world, the CMA CGM Antoine De Saint Exupery, at its flagship Khorfakkan Container Terminal (KCT) in the emirate of Sharjah in the United Arab Emirates.

With a capacity of 20,600 twenty-foot equivalent units (TEU), the 400-meter ship is one of the largest containerships in the world and marks KCT's largest ever vessel call.

CMA CGM, a leading worldwide shipping group, currently operates a diversified fleet of 445 vessels with a combined capacity of over 2 million TEU. The company deployed the new building on its French Asia Line 1 service, which connects Asia to Northern Europe.

Prior to its arrival at KCT, the vessel, which is longer than 4 football fields and bigger than the Empire State Building and the Eiffel Tower had made calls in a number of major ports within Europe.

"Receiving one of the largest containerships in the world signifies our ability to deliver the highest standards of operational efficiency, which is of tremendous value to large vessels such as this. It represents another achievement for Gulftainer and is a testament to our strengthening relationship with the CMA CGM group, as well as their confidence in us," said Peter Richards, Group CEO of Gulftainer.

The Journal of Commerce has recognized KCT, Gulftainer's flagship terminal, as the fastest terminal in the MENA region and third-fastest in the world.

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More exhibitors at 'transport logistic China' 2018 as country presses for innovations



MUNICH: The leading Asian trade fair for logistics, mobility, IT and supply chain management—the 8th “transport logistic China”— expects more exhibitors this year than in 2016 as China presses ahead with innovations at top speed.

The German company Messe München GmbH, event organizer, said China just recently increased its financial subsidies for projects that accelerate the process of digitization within its “Made in China 2025” strategy. And the country now particularly plays a leading role in the development of artificial intelligence.

This encouraged more exhibitors to join the event scheduled for May 16-

18, 2018 at the Shanghai New International Expo Centre (SNIEC) covering a space of more than 40,000 sqm.

“Companies dare not lose sight of the Chinese market. New developments are taking place too quickly. The two topics of digitization and the New Silk Road provide the logistics industry with a unique opportunity to adopt a strategic position and become involved at an early stage. It's now essential to be present locally in order to conclude possible cooperation arrangements,” says Gerhard Gerritzen, Member of the Management Board at Messe München GmbH.

Alongside this, the China trading strategy known as “One Belt–One Road” involves massive investments in infrastructure. Visitors to the “transport logistic China” will also have an opportunity to obtain information and exchange ideas about these current developments and trends related to the topics of digitalisation

and the New Silk Road during the conference programme.

Messe München says a forum on the Chinese “One Belt – One Road” trading strategy will be held on the second day of the event where participants will discuss the challenges, problems and solutions for the New Silk Road between China and Europe.

Those attending will include speakers from the United Transport and Logistics Company (Russia), Raillink International Intermodal Logistics (China) and Rail Link Cargo AG (Austria).

The maritime sector, too, faces new challenges, particularly with a view to digitization. The IoT (Internet of Things), for example, can significantly increase the efficiency of shipping. Representatives from the Hamburg Liaison Office Shanghai, T-Systems, Saudi Arabian ports as well as representatives from Spanish ports will also discuss their experiences in this field during the “Smarter Talks on Smarter Ports” forum on the second day.

SEKO Logistics expands global footprint to Mexico

LONDON: SEKO Logistics says it is setting up six offices in Mexico as part of its global expansion strategy to meet growing client demand in the automotive, retail and aerospace industries.

In its first phase, SEKO Logistics Mexico will operate from locations in Laredo/Nuevo Laredo, McAllen/Reynosa, Mexico City, Monterrey, Toluca, and Queretaro. Phase two will see this network grow to 20 locations with the opening of further warehouse and office operations.

SEKO Logistics Mexico officially inaugurated its new Distribution Center located in Ocoyoacac, State of Mexico, on March 7, 2018.

This is the first project successfully completed under the direction of

William J. Wascher, who took over as SEKO Logistics' Chairman in February to focus on strategic initiatives for the company.

“This is a true milestone in the development of SEKO Logistics and will enable us to provide to clients in Mexico and other countries the unique forwarding, logistics and technology solutions that have successfully driven SEKO's growth in the 40 existing countries where we already operate,” said Wascher who noted the company's 60 locations next door in the US will further enhance their network.

Manuel Diaz, newly-appointed Managing Director of SEKO Logistics



México, added: “We will offer the scope and quality of services that will ensure best-in-class solutions for our clients, including airfreight and ocean logistics, ground transportation, warehousing and distribution, and customs and compliance within fully secured environments.”



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Revenues and profits roll out for Deutsche Bahn in 2017



BERLIN: German rail operator Deutsche Bahn AG, including its subsidiary that focuses on logistics, DB Schenker, raked in record revenues and profits in 2017, the company announced.

DB Schenker, which includes air, land and sea freight and a rail division from the European rail freight companies, said European land transport was up 0.8%, contract logistics grew 4.8%, and air and ocean freight saw the largest gains, at 10.3% and 8.1%, respectively.

Despite a 2.3% drop in transport performance in rail freight in 2017, the DB management team is confident that DB Cargo will be back on track to grow again in the future, the company said.

DB said it intends to purchase up to 100 more new multi-system locomotives and some 4,000 additional modern freight cars by 2022. The German government's new Rail Freight Master Plan and the associated reduction in track access charges are important steps in making rail freight transport more competitive.

Deutsche Bahn said over 142 million passengers took DB's long distance trains in 2017, up from 139 million in 2016.

The DB Group's adjusted revenues climbed 5.2% to EUR 42.7 billion. Adjusted EBIT rose 10.6% to EUR 2.15 billion. In 2018, DB expects to generate revenues of some EUR 44 billion and an adjusted EBIT of at least EUR 2.2 billion.

DB Long Distance and DB's international business units were the primary drivers of the Group's financial growth in 2017. DB Schenker generated record revenues of EUR 16.4 billion, while revenues at DB Arriva totaled EUR 5.3 billion.

"We kept our word and we delivered. But this good showing cannot hide the fact that we still have work to do to improve quality and punctuality," said Chairman of the Management Board and CEO of Deutsche Bahn, Dr. Richard Lutz, today at the Group's Annual Results Press Conference for 2017 held in Berlin last month.

DB increased its gross capital expenditure by EUR 954 million, or 10.0%, to EUR 10.4 billion last year. At EUR 18.6 billion, net financial debt as of December 31, 2017 was around EUR 1.0 billion higher than at the end of 2016. This increase in net financial debt was due to an increase in the funds needed for investments in vehicles, including the ICE 4.

CIS and EEU countries prepare for Blockchain technology

MOSCOW: Logistics and transportation companies in countries belonging to the Commonwealth Independent States (CIS) and Eurasian Economic Union (EEU) gathered last month in a forum to discuss how to effectively use Blockchain technology in their operations.

Blockchain is the world's fastest rising system in doing business characterized by the distribution of an open ledger that can record, but not copied, transactions between two parties. The cryptocurrency Bitcoin was originally designed for this.

The delegates, mostly members of the Associated Cargo Experts (ACEX), the first Russian logistics alliance, discussed how digital logistics can be utilized and how a united digital space for CIS and EEU countries can be worked on to keep up with the demands of time.

The forum discussed extensively the following issues: Blockchain technologies and IoT, creation of digital platforms; transparency of supply chains; digitization of the economy as a driver of development of transport infrastructure and united transport system; intellectual solution in the system of transcontinental routes and implementation of global initiative "One zone one route" in the digital format, and; required legislative initiatives for the development of digital logistics and digitization of transport industry in the region.

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LOGISTICS FEATURE

Innovate or Perish: The Logistics industry of the future

**SHANKAR SUBRAMONIAM***Director National Association of
Freight and Logistics (NAFL-UAE)***VENKAT SUBRAMANIAN***Product Manager Large Telcom Group*

Over the last 30 years, logistics and supply chain management in the GCC had seen significant transformations that have completely changed the way the industry functions. This article focuses on certain individual business functions and show the way business needs and skill sets have evolved due to constant innovation and technological advancements.

Documentation

Looking back 30 years, one can safely say that documentation was one of the most important functions in the logistics and supply chain industry. The whole process of shipping goods from one point to another was supported by a web of complex documentation that required the right expertise and know-how. In short, this business function was extremely people-centric.

Experienced staff with the working knowledge of documentation were often some of the most highly-paid professionals in the industry and were considered an asset to the company. However, these professionals were regarded as experts based on the many hours they spent on documentation rather than on productivity.

Cut to 2018 and documentation only requires trained, semi-skilled professionals on industry-standard systems which call for a few basic entries into an interface and one click of a button. Over the last few years, documentation has gone from being

an industry unto itself to an asinine sub-function with little or no human intervention.

Transportation

Transportation is one business function that has seen disruption on a global scale. In emerging markets like the GCC, this business function has seen three waves of transformation.



In the early days, transportation as a business relied on personal relationships between companies and transporters. The impact of cost control and consolidation were never really considered in the larger scheme of things. Productivity and asset utilization were secondary factors as long as business was regular. Monitoring systems were rudimentary. Focus was only on availability, and a few large players completely dominated the industry.

In the post 2008 era, transportation suddenly became a focus area to reduce overheads and improve efficiency. What this wave brought, was a host of cheaper mobile operators with little expertise, lack of reliability, technical skills and poor service delivery. What began as an endeavor to reduce costs ended up having a negative effect, thereby, creating an unprofessional parallel

industry structure with very little regulation and oversight.

In the last few years, however, we have seen this imbalance being corrected through technology. The uberization of the transportation industry has ensured a fair degree of standardization of services and smaller players are able to thrive and grow. The emergence of new transportation systems such as drones has further incentivized new players to enter the industry.

LOGISTICS FEATURE



Additionally, the focus is on achieving a holistic balance between cost and efficiency which has benefited the industry as a whole and weeded out inferior players to a large extent.

Warehousing

Warehousing is one function that has in our opinion benefited the most from innovation. When the logistics industry was just taking root in the GCC, what we know as warehouses today were simply known as Go-downs, as in a place to go down and store goods.

As the market grew and the scope of industries requiring storage facilities expanded, the modern-day warehouse was born. With the needs of business getting more time-bound and with focus shifting towards proper handling of goods such as pharma or agri-products, the creation of a more skilled workforce to monitor these changing needs was felt.

This led to the emergence of a category of mid-level executives who oversee warehousing functions still handled by a largely under-skilled workforce. It is estimated that over 60% of the costs are dedicated to maintaining this new category of employees. However, lack of opportunities for ground-level staff has seen this industry stagnate, thereby creating an opportunity for disruption.

Companies like Amazon have taken a rather extreme view on warehousing by investing heavily in automation. Their fulfillment centers typically require a small force of semi-skilled workers who can function with minimal oversight through the use of automation and robotics for every function from storage to sorting and picking. This is the direction that the industry seems to be heading in and there is an urgent need to address the challenges for the current workforce.

Distribution

Earlier, "Scheduling" was the buzzword in distribution. It was a simple yet effective system of doing business where customers had a fairly comfortable window in which their delivery schedules could be fit and the further handling of goods could be planned accordingly.

Globalization, change in consumer behavior and the advent of eCommerce challenged the entire global supply chain with the idea of handling a very large volume of new SKUs giving rise to the concept of time-bound deliveries. Planners and distribution experts relied heavily on technology to improve efficiency. Distribution has now subsumed warehousing and transportation and where 'First past the post' has become the motto.

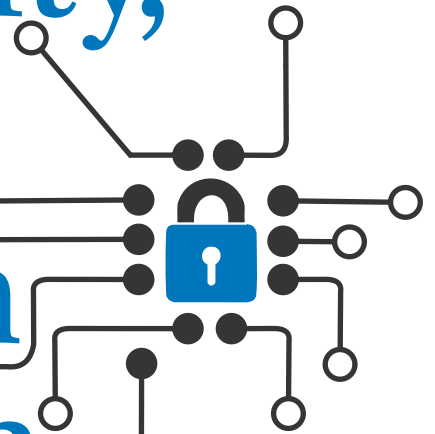
Our analysis of the changes in the Logistics industry shows that the future holds promise with the advent of new paradigm. Even government entities like customs are stepping in to meet the changing requirements by means of Smart clearance systems. There is talk of autonomous vehicles and hyperloops for both passenger and cargo. AI and Blockchain coupled with Big Data analysis are changing the way business is done. Niche new industries such as 3D printing are finding more use cases.

Preparing a workforce that is future-ready is only one part of the challenge. This is a time to discuss, deliberate and chart out a new framework of the future of logistics and supply chain. Every hand that can help as a mentor, innovator and contributor is welcome in this journey. Join us, won't you?



Airport Show 2018

Smart security, technology, digitalization & innovation



In the Middle East, the United Arab Emirates (UAE), home to one of the world's biggest airlines, Emirates, is leading in terms of exponential growth in airports with 37 planes arriving every hour at the Dubai International Airport (DXB) and 41 aircraft leaving every 60 minutes, according to its operator, Dubai Airports.



The global aviation industry saw a record over 4 billion passenger traffic in 2017 but with international travel forecasts to grow at 8.4 percent this year that figure may swell to a new high.

Airports in different parts of the world are racing against time to adequately cope with the rising number of passengers, investing heavily on smart security, technology and digitalization and embracing innovations in various areas to speed up



**DXB forecasts
its passenger traffic
in 2018 to reach over
90 million eventually rising to
118 million in the coming years.**

processing time without compromising security and convenience of passengers.

In the Middle East, the United Arab Emirates (UAE), home to the one of the world's biggest airlines, Emirates, is leading in terms of exponential growth in airports with 37 planes arriving every hour at the Dubai International Airport (DXB) and 41 aircraft leaving every 60 minutes, according to its operator, Dubai Airports.

“Through the solid support from both government and private sectors, the 18th edition of Airport Show will continue to offer our airport development teams and colleagues around the region an invaluable opportunity to view the latest global technologies, meet aviation experts from around the world and share ideas, best practices and create new opportunities for our industry to collaborate.”

-Reed Exhibitions, the Airport Show organizer



NEWS FEATURE



In 2017, annual traffic at DXB reached 88.2 million, keeping its position as the world's number one airport for international passengers for the 4th consecutive year. It welcomed six new scheduled passenger airlines during the year—SalamAir, Badr Airlines, and Air Moldova, while home based carriers Emirates and flydubai added 3 and 10 new passenger destinations and increased frequency/capacity on 31 and 22 routes, respectively.

DXB projects its passenger traffic in 2018 to reach over 90 million eventually rising to 118 million in the years ahead.

In the region, Turkey is aggressively competing with the UAE in the aviation industry with Turkish Airlines becoming more popular globally, closing 2017 with nearly US\$1 billion in profits.

Turkey's Ataturk International Airport handles more than 63 million passengers annually. This year, the country is scheduled to open a new airport—Istanbul New Airport—described as the biggest in the world with ultra modern features and even capable of thwarting security threats as was the case in Ataturk in 2016 that resulted to the death of over 40 people and injuring nearly 250.

Saudi Arabia is also heavily investing on aviation, transport and other industries amid a widespread initiative for economic reforms in the Kingdom. Saudi Arabian Airlines, the flag carrier, opened in December of 2017 a city terminal check-in facility enabling passengers to skip long queues at the King Abdulaziz International Airport in Jeddah.

The kingdom is also carrying out expansion at its main international airport with capacity to service 70 aircraft simultaneously, featuring (3,700) prayer rooms, a 4-star hotel, a 14-meter-high aquarium, (299) elevators, 18,000 square meters of internal green spaces and 28,000 square meters of retail spaces.

Jordan, Kuwait and Egypt are similarly expanding their aviation industry through liberalization policies and enjoining investments from the private sector.

Biggest airport show

Held under the patronage of H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airline and Group, the Airport Show 2018 promises to be the most important event of its kind with leading international suppliers of the most advanced airport solutions participating.

“Through the solid support from both government and private sectors, the 18th edition of Airport Show will continue to offer our airport development teams and colleagues around the region an invaluable opportunity to view the latest global technologies, meet aviation experts from around the world and share ideas, best practices and create new opportunities for our industry to collaborate,” Reed Exhibitions, the Airport Show organizer said.

The B2B event draws more than 350 exhibitors from over 80 countries annually with thousands of unique visitors from the Middle East, Africa and South Asia's growing aviation industry.

Security continues to play an increasingly important role as airports remain keen to accelerate their outputs while enhancing their customer experience.

Airport Show's 18th edition will have co-located events—the Air Traffic Control Forum; Airport Security Middle East; the CAPA (Center for Aviation) Global Airport Leaders Forum, and; Women in Aviation.

Organizer said the most future proof airport security products and services from around the world will be on display at the event happening on May 7-9, 2018 at the Dubai International Convention Exhibition Center.

Experts said about US\$100 billion worth of airport-related projects are planned & underway across the Middle East & North Africa (MENA) region.

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Saudia Cargo turns sight to more innovative products and solutions



Whether it's about passenger, cargo or airport growth, Middle East carriers have stood up to the challenge capitalizing on their strategic position as the gateway between the East & the West.

Saudi Arabian Airlines or Saudia is one of them, making enormous strides and consolidating on markets where it is strong.

Vikram Vohra, Regional Director Asia Pacific of Saudia Cargo, who shared some of his insights in this very dynamic industry, told Air Cargo Update: "The Saudia brand is well established in the region. We are running good capacities from South Asia, Africa and Saudi Arabia itself. We will further consolidate on our position, coming out with innovative products & solutions."

Optimising capacity

Vohra said the company's core strategy is to grow on its strength which involves "optimizing the capacity and expanding its strong network" with quality offerings.

"Saudia will be expanding its cargo carrying capacities in the field of pharmaceuticals and perishables. We will be further improving our processes and also strengthening our temperature controlled systems as to give the best to the highly demanding pharma and perishables industry," said the cargo executive who is based in India.

From India, Saudia carries mix products that include perishables, pharma, automotive, oil and gas, machineries and equipment, etc.


Vikram Vohra
e-Commerce growth driver

With e-Commerce becoming a major driver of the cargo segment, Saudia sees enormous potential for growth, in the region of about 30 percent.

"We are changing our schedules to accommodate e-commerce. China and Hongkong are driving e-commerce segment and many a time the segment is not been served well due to poor capacities. We are having daily flights connecting many destinations as 'time' is at a premium."

This year, Saudia will concentrate on improving its frequencies/schedules connecting the Middle East with South Asia and Africa.

"Our (Saudi Arabia) domestic market is huge and we are developing hubs in Riyadh, Dammam and Jeddah. There is so much demand for pharma within Saudi Arabia that we will focus on addressing that need. Similarly, we will continue to move general pharma into Africa from India. A number of big Indian pharmaceutical companies are involved in supply pharmaceuticals through the World Health Organisation (WHO) and the United Nations," said Vohra.

Saudia is bullish

Saudia is optimistic about the future of the global cargo industry with statistics pointing to more growth.

"We are quite bullish about the global cargo market. We will be doing marginally above 2017 results. We are talking to different big players on movement of cargo in India and the Far East," said Vohra.

"Korea is one of our strong markets. It is high on our agenda. Bangladesh is one of our biggest partners. We primarily move textiles and other products from Bangladesh, a country which accounts for 25 per cent of South Asia's revenues. We run five freighters to Bangladesh on a weekly basis which is indicative of its importance," he added.

With the United Kingdom lifting ban on imports from Bangladesh, Saudia sees further opportunities, while it will strengthen safety & security systems.

Vohra said Saudia sees security and safety of cargo as among their biggest challenges, thus, is investing on improving its IT infrastructure, data quality, cold storage facilities and cargo village.

Saudia is also known for its out of the box solutions. It recently introduced the 'Fly Box' product which is tailor-made for Filipinos returning home after working in the Middle East. This has helped many Filipinos take most of their belongings back to the Philippines.

"Innovation is the key and we are constantly looking at improving our services to the customer, though we still remain an airport to airport carrier," said Vohra.



Lufthansa Cargo

Rebounds with renewed strength



After experiencing bumpy years amid an unstable global market, Lufthansa Cargo rebounds in 2017 with a surprise 21.1 percent sales growth to EUR 2.5 billion with 8,886 million FTKT sold compared to 2016.

Lufthansa Group, its parent company, also made significant profits in 2017 with total revenues amounting to EUR 35.6 billion, up 12.4 percent over 2016, which it described as its best results so far in its history with the inclusion of the positive EUR 582 million one-off effect from agreeing on the collective labor agreement with the Vereinigung Cockpit union for the pilots of Lufthansa, Lufthansa Cargo and Germanwings.

Peter Gerber, CEO and Chairman of the Executive Board of Lufthansa Cargo AG, marked out 2017 as "one of the most successful years in the history of Lufthansa Cargo."

Gerber attributed Lufthansa Cargo's excellent performance to "a strong focus on cost optimization, high-performance products and flexible capacity management" and the company's strong sales team.

"2017 developed into one of the most successful years in the history

of Lufthansa Cargo," Gerber said during their annual press event in March held at the Lufthansa Aviation Center in Frankfurt, Germany.

"Lufthansa Cargo has achieved impressive earnings. In the volatile logistics business, our team demonstrated high professionalism and passionate commitment. For the current year, we will therefore remain focused on pursuing our efficiency program and investing in our future. At present, these are mainly investments in ground infrastructure for highly profitable special business and in digitization," continued Gerber, a lawyer who has been with Lufthansa since 1992, rising from the ranks to become one of its longest serving CEOs.

Dr. Martin Schmitt, Lufthansa Cargo Chief Financial Officer and Human Resources Officer, Personnel Director, said the company's higher

“



The company's higher revenues were also a result of certain cost-cutting measures, including in personnel, and prudent restructuring plans. "I'm happy to be here. Much happier than last year."

Dr. Martin Schmitt, Lufthansa Cargo Chief Financial Officer and HR Officer

revenues were also a result of certain cost-cutting measures, including in personnel, and prudent restructuring plans.

"I'm happy to be here. Much happier than last year," Schmitt said in jest during the press conference.

Total operating income of Lufthansa Cargo increased by 21.2



COVER STORY

“



“Air freight is and will remain a growth market. For certain goods, air freight is the only choice. Above all, export-strong regions such as Germany are an excellent long-term basis for the air freight business.” -

Peter Gerber, CEO and Chairman of the Executive Board of Lufthansa Cargo AG

percent to a total of EUR 2.6 billion in 2017. Adjusted EBIT improved by EUR 292 million to EUR 242 million over the difficult previous year. EBIT improved by EUR 304 million to EUR 240 million.

Lufthansa Cargo has reduced the size of its MD-11F fleet to 12 aircraft by selling two aircraft. A MD-11F was reactivated in November 2017

because of the sharp rise in demand in time for the industry's usual peak season at the end of the year, so that Lufthansa Cargo operated a total of 17 cargo aircraft including five B777F freighters at the end of 2017. In addition, there is the capacity of approximately two 777 from the Aerologic joint venture.

Air freight: A growth market

Gerber, the CEO of Europe's leading cargo airline, underscored air freight will remain a growth market in the coming years but it will still be characterized with volatility, with both external and internal factors influencing its movement.

“This business seems to be very volatile,” said Gerber who was visibly happy that the company performed well despite stiff global competition regaining its top spot as the best cargo carrier in the world followed by Emirates, Cathay Pacific, Air France and Korean Air rounding up the top 5 list. “It's nice to be on top. But the question is what's in the upcoming years. It's very difficult to predict.”

But while that may be the case, Gerber is convinced air freight will continue to grow along with e-Commerce which requires speed and efficiency in delivery.

“Air freight is and will remain a growth market. For certain goods, air freight is the only choice. Above all, export-strong regions such as Germany are an excellent long-term basis for the air freight business,” he said.

China is of particular interest to many cargo carriers like Lufthansa because of its huge domestic market—1.4 billion—much bigger

than the entire Europe's population of over 741 million.

Gerber said it's important to recognize China's potential for market growth with its rising middle class, estimated at more than 400 million, way more than Europe's purchasing adult population.

“They buy on the net. And they want goods to be delivered on the same day. Not three or four months later,” said Gerber who also attended Columbia Business School in New York.

Technology & Digitalization

Gerber is convinced it's time for the air freight industry to embrace technology and digitalization in the supply chain to keep up with the time, enhance efficiency and reduce operating costs.

Lufthansa Cargo itself is slowly embracing digitalization with plans to fully digitalize its transactions with all of the players in the transport chain, from bookings to deliveries, believing that customers will benefit from greater transparency, higher speeds, better quality and more flexibility as well as greater efficiency.

In 2017, Lufthansa Cargo modernized its revenue management to enable greater differentiation. The response times in sales were further improved by a significant reduction in the number of manual processes.

Lufthansa Cargo is also working closely with start-ups as part of its strategic Cargo Evolution program, in order to make its business more customer-friendly along the entire transport chain. The freight center

COVER STORY

in Frankfurt is being continually modernized.

"Progress in technology is accelerating fast. When everything is accelerating, there is growth. I think it's fair to predict there will be substantial growth in our industry," said Gerber beaming with hope in an industry that accounts for about a third of the world's total trade.



Lufthansa Cargo teams up with Brussels Airlines



Starting September 1, 2018, Lufthansa Cargo will market the cargo capacities of Brussels Airlines, making it the 5th passenger airline with similar arrangement with the top German cargo carrier.

The cargo capacities of Lufthansa, Austrian Airlines, Eurowings and SunExpress are already available to Lufthansa Cargo customers. With the marketing of Brussels Airlines, belly capacities of 10 wide-body aircraft will be added.

Networks of both companies complement each other perfectly in the new deal—Brussels Airlines customers have access to Lufthansa Cargo's route network: the largest network with around 300 destinations in over 100 countries.

And for customers of the freight crane, the route network will be supplemented by further attractive destinations, above all in West, East and Central Africa, directly from Brussels. Brussels Airlines operates 17 African destinations. These include Dakar, Monrovia, Abidjan, Douala, Kinshasa and Entebbe. The capacities will be marketed under 020 AWB.

Dr. Alexis von Hoensbroech, Chief Commercial Officer at Lufthansa Cargo, says: "Brussels Airlines' African destinations are complementary to our existing network, and thus, ideally complement our connections."

Christina Foerster, CEO of Brussels Airlines as of 1st of April, emphasizes the advantages of the partnership: "Lufthansa Cargo has a lot of experience in marketing the cargo capacities of passenger airlines. This cooperation will help us to make even better use of the freight capacities of our fleet. And we, as the European Africa specialist, can add new destinations to Lufthansa Cargo's offering."

Lufthansa Cargo ranks among the world's leading air freight carriers. In the 2017 business year, the airline transported around 1.6 million tons of freight and mail and sold 8.9 billion revenue ton-kilometers. The company operates 17 freighters and uses freighter capacities from Aerologic, a joint venture of Lufthansa Cargo and DHL Express.



eLearning course

for truck drivers vs cargo thefts, human trafficking and illegal migration

“Cargo crime is a global problem. In 2016, we recorded 2,611 cargo thefts in EMEA, up 72% over 2015, and although only 43.5% of these reported a value, these crimes alone involved losses of over €77.6 million. The average loss for major incidents last year (those with a value of €100,000 or more), based on crimes with a value, was €351,031 per crime. Our latest data for Q3 2017 shows a further 25.9% rise year-on-year, while losses giving a value in the first nine months of 2017 have already exceeded €80 million.” – Thorsten Neumann, Chairman of the Transported Asset Protection Association (TAPA) in the Europe, Middle East and Africa (EMEA)



The eLearning market is rapidly expanding globally pushing more companies and entities to tap this resource to enhance people's skills, improve services or even fight crimes.

The Transported Asset Protection Association (TAPA) in the Europe, Middle East and Africa (EMEA) in cooperation with IRU, the International Road Transport Union, are among these entities exploring eLearning to fight cargo thefts, illegal migration and human smuggling.

IRU and TAPA have jointly developed a new eLearning course to help truck drivers minimize security risks such as cargo theft, illegal migration and smuggling.

Globally, eLearning market globally is valued at US\$165 billion but is likely to grow by 5% between 2016 and 2023, exceeding US\$240 billion, according to Docebo's eLearning Market Trends and Forecast: 2017-2021, a report on the current state and future of eLearning globally.

Following TAPA EMEA's newly released Incident Information Service (IIS) Annual Report for 2017

showing a 10.3% increase in recorded cargo crimes in the region last year, 2018 got off to an ominous start with freight losses up by a further 18.5% year-on-year in January. The 179 reported incidents last month compared to 151 in January 2017.

Cargo crimes were recorded in 15 countries across the EMEA region in the past month, producing a total loss value of €8,020,896 for the 144 or 80.4% of reports providing financial data. The average loss, based on all crimes with a value, however, fell by 52.7% over the corresponding month last year to €55,700.

Furthermore, 14 of the crimes added to the TAPA IIS database in January were major cargo thefts with loss values in excess of €100,000. They had a combined value of €3,775,805 and an average loss of €269,700. TAPA EMEA has been asked not to share any information on three of these crimes.

Through email interview, **Air Cargo Update** discussed with Thorsten Neumann, Chairman of the Transported Asset Protection

Association (TAPA) in Europe, Middle East and Africa (EMEA) region how eLearning can help drivers combat cargo theft to a minimum.

“Cargo crime is a global problem. I can only quote figures for cargo thefts recorded by TAPA's Incident Information Service (IIS) in the EMEA region and, although we still strongly believe cargo thefts are significantly underreported, these give a clear insight into the size of the problem and the upward trends we are seeing,” said Neumann.

“In 2016, we recorded 2,611 cargo thefts in EMEA, up 72% over 2015, and although only 43.5% of these reported a value, these crimes alone involved losses of over €77.6 million. The average loss for major incidents last year (those with a value of €100,000 or more), based on crimes with a value, was €351,031 per crime. Our latest data for Q3 2017 shows a



TRUCKING



further 25.9% rise year-on-year, while losses giving a value in the first nine months of 2017 have already exceeded €80 million," he added.

Combating cargo theft

The e-learning course developed by IRU and TAPA is designed to protect truck drivers and raise awareness for drivers of security risks such as cargo theft, illegal immigration and smuggling, which all cause major disruption and substantial cost to supply chains.

Thorsten reports, "One of our main goals is to increase intelligence sharing of cargo crime incidents because this is our greatest asset to fight against cargo losses. At TAPA, we do this by giving our members access to our Incident Information Service (IIS), which provides alerts on new incidents as well as a constantly-updated crime database that they can search to understand where crimes are occurring, the locations where criminals target goods in transit and the various modus operandi they use to steal high value, theft targeted goods. This helps our members to avoid crime hotspots and to manage the risk of these known threats.

"The e-learning course for drivers is

similar in that we are raising their awareness of the risks and challenges they may face out of the roads to try and ensure they, and the loads they are transporting, stay safe and secure".

For TAPA, this is only one of the initiatives it is providing or supporting to reduce the risk of cargo crime for their members as well as gathering incident intelligence.

"I mentioned, we also offer supply chain security industry standards for facilities, trucking and secure parking as well as training in the implementation of TAPA Standards. We also organize two main networking conferences a year to address current and emerging threats and we are the representative voice of our Manufacturer and Logistics Service Provider members at the governmental, regulatory and industry levels".

Course outline

The course can run on computers, tablets and smart phones and can be assessed online or downloaded and completed offline, taking approximately one hour to complete. Course participation is tracked and certificates of

completion are issued.

The course has two versions:

A general cargo version for all drivers transporting any type of goods by road

A high value, theft targeted (HVTT) version for drivers carrying high value loads, which adds content related to the equipment and procedures specific to such transport.

The course covers topics such as:

- ***Awareness of security threats and their consequences***
- ***How to plan routes to reduce risk exposure***
- ***How and when to conduct vehicle inspections***
- ***How to spot illegal migrants, mistakes in cargo documents, and signs of vehicle tampering***
- ***The value of confidentiality and appropriate use of social media***

How to react if an incident occurs?

"We expect these e-learning courses to make a further contribution to cargo crime reductions because, as I said, knowledge is everything. The



TRUCKING

better-informed drivers are about risks when they go out on the road, the less likely they are to become a victim of crime. Aside from the high value of goods regularly stolen from trucks, this is especially important because of the worrying increase in violent attacks on drivers by criminals trying to steal their trucks and/or cargo," explained Neumann.

"We are focused on minimizing risks for drivers and companies but reducing cargo crime is important to countries too. Manufacturing and logistics make a significant financial contribution to local and national economies and companies investing in countries and generating employment want to be assured that all levels of security are as high as possible. On a positive note, we are seeing an ever-increasing number of countries taking the issue of cargo crime seriously and TAPA is growing its private-public partnerships with regulators and law enforcement agencies in those countries," he added.

Partnership with IRU

TAPA's initial priority is to encourage as many companies as possible to take advantage of the opportunity the IRU and TAPA are offering and to ensure their drivers complete the training. Ultimately, of course, TAPA wants to be able to measure a downward trend in attacks on drivers and a reduction in cargo losses, which this training will contribute towards.

"The IRU Academy is a highly professional source of training and development and they recognize TAPA as the world's leading Supply Chain Security Expert network. So when they wanted to develop a training module that included the risks associated with transporting high value, theft targeted products, they saw TAPA as a natural partner. TAPA and the IRU also work together as supply chain security stakeholders on a number of other initiatives as respective leaders in our fields and we often sit together on various advisory groups," said Neumann.

While the course may not solve entirely cargo crimes, Neumann is hopeful it will improve safety and security in the industry.

"Supply chains all over the world are being targeted on a daily basis and now virtually all products are at risk of being stolen, often by organized criminal gangs who will stop at nothing to steal goods. Even when new security initiatives are launched, criminals are quick to find a way around them. So the fight against cargo crime has no end game. It is a constant threat and the greatest threat to companies is complacency. Companies need to be alert to these threats 24/7/365," he said.

Raising awareness

The key pillar is actually intelligence because until you know what is happening, you cannot train anyone on how to minimize the risks they face. Nonetheless, training has a very important role to play in reducing cargo losses from supply chains, whether it is driver training courses like the ones we are discussing here, helping companies to adopt the TAPA Security Standards, or offering courses to deal with issues such as cybercrime, according to TAPA.

The main issue is that drivers are constantly on the move, which is why the IRU/TAPA e-learning course offers mobile training through various devices.

"We recognized that classroom-based training for drivers would only restrict the number of people able to complete the course. It is important that we are able to reach the biggest possible driver audience because every single driver that is trained will not only improve their own personal safety but can also better protect their

vehicles and loads."

TAPA issues regular alerts, monthly, quarterly and annual crime statistics but awareness about the problem needs to be intensified.

"Although we already have a high level of awareness, companies have not always known where to go to get training and advice for their drivers so that they have a clear understanding of the risks as well as recommendations on how to either avoid or deal with those risks. That is why the IRU and TAPA have launched this initiative," said Neumann.

The simple fact is that in the EMEA region, over 85% of all recorded cargo crime involves trucks, mostly when drivers take their mandatory breaks. The risk to drivers on these occasions is exacerbated by the lack of secure parking places, which is something else TAPA is working to improve in 2018 with the launch of its new Parking Security Requirements (PSR) security standard.

Future partnerships

The e-learning course is currently being trailed with a handful of companies and is expected to be fully live towards the end of Q2 2018.

"This course can have a significant impact because it aims to help those in the frontline of supply chains, notably truck drivers. Companies obviously want to protect their drivers' safety but the drivers are also their eyes and ears on the road. The more we are able to help drivers to understand the risks they may face and offer advice on the actions to take to stay safe and secure, the more we can help to bring down the number of incidents," said Neumann.

TAPA said its future partners include Requirements (FSR) and Trucking Security Requirements (TSR) because their manufacturer members, in particular, are keen to work with logistics service providers that are compliant with the TAPA Standards. These have been developed by the industry, for the industry.



Airlines & airports

join forces in creating route development

By Mohammed Salem Awad
- Aviation Consultant

Route development is essentially based on annual and monthly trends of demand (passengers) and supply (seats) which give airlines and airports an educated guess or forecast of what lies ahead.



Two main factors have always influenced "route development" in the aviation industry—supply and demand—which refer to seats and passengers.

Airlines have traditionally been concerned about the viability of a route for commercial gains. Such that there is no operation at a certain city or airport if there is no passenger demand for seats.

While airports are actually

considered facilitators for airlines, they have been fairly influential in developing routes and creating demand for passengers.

These days, airports, particularly in Europe, had been transformed into business communities of sort, offering entertainment, retail shops, facilities for dining, various recreational and relaxation activities, among many others.

These airport communities are essential parts of the broader global

aviation industry that generates jobs and account for more than 30 percent of world trade.

Route development is essentially based on annual and monthly trends of demand (passengers) and supply (seats) which give airlines and airports an educated guess or forecast of what lies ahead. External and internal factors, however, often impact their movements.

The general rule in forecasting for "Goodness of Fit" is to accept the

result when R-square is greater than 80%. But in practice, many analysts come with different results above 80 % which give different answers and to avoid that we have set a specified figure as Target.

Input Data

The basic data is available from Eurostat, a directorate of the European Commission providing statistics on a global scale.

This article, however, narrowed down the statistics from Jan 2013 to June 2017, per country, per airport, for Passengers and Seats at total level and monthly basis. This city pair analysis covers passenger traffic at Heathrow Airport (LHR) and Geneva Airport (GVA).

Predicting Route Performance

There are three possible formulas on how to forecast supply and demand.

The first possibility is when the growth of traffic demand is greater than the growth of capacity offered. This led us to "converge case" or when the gap becomes narrower (good performance in future).

The second possibility is when the growth of traffic demand is lesser than the growth of capacity offered. This led us to "diverge case" or as the gap becomes wider (poor performance in future).

The third possibility is when the growth of traffic demand is almost equal to the growth of capacity offered. This led us to "leveling case" as we have a constant gap (and the performance will sustain its previous figures to be in the future or keeping the gap between them at constant distance).

The best way is to set targets (defined figures to be achieved) and that can be done by top – down



approach first for annual target then for monthly targets, that's fulfilling the first condition.

Setting Annual Targets

Using the three suggested formulas and setting up the forecast at 12 rolling months for Paxs and Seats, we can implement two trend models by using Add a trend line in XLS: First – General Trend Model using the concept of Straight Line equation; Second – Most Recent Trend Model using a Polynomial Model – Second-degree equation. The mid-point is the most convenient forecast annual result at Dec 2018.

Predicting Route Performance (2018) - Annually

Evaluation annual route performance is calculated by $L/Factor = Paxs/Seats$.

So for 2018 Paxs=1,084,983Pax. At $R^2 = 96.47\%$ & Annual Growth = 1.73%.

2018 Seats = 1,599,315Seat. At $R^2 = 90.37\%$ & Annual Growth = 2.93%.

Route Performance (L/Factor = Paxs/Seats) for 2018 = 67.84 %.

Since GrowthSeat is greater than GrowthPax, this is a diverge case, i.e the gap becomes wider and tends to lower the performance level.

LHR-GVA: Getting the Complete Picture

Based on input data—three years database, July-2014 to June 2017 (total traffic), two monthly forecasted models are setup for Passengers and Seats, it is head to head analysis for pax and seats for actual values and forecasted one.

Results

The study shows the highest performance for route LHR-GVA – total traffic in 2018 will be 78.22 % at month of July while the lowest will be 56.88% in November while the annual performance November while the annual performance will be 67.84 %. Losses are likely to occur as we have a diverge case between Pax and Seats. Airlines are, thus, encouraged to thoroughly review their capacities.

Disclaimer: Views expressed in this article are solely that of the author and not necessarily of Air Cargo Update.



10 Emirates aircraft now circle the globe with HH Sheikh Zayed livery



DUBAI: Emirates has completed the application of the specially-designed 'Year of Zayed' livery on 10 of its aircraft as a tribute to the His Highness Sheikh Zayed bin Sultan Al Nahyan, "the father of the nation" who would have turned 100 this year.

"His Highness Sheikh Zayed was a legendary leader, a true pioneer, and an inspirational figure. His legacy for sustainable development lives on in

the spirit of the UAE. Emirates is proud to spread his universal message to global audiences in airports and cities around the globe," said His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline & Group.

Five Airbus A380s and five Boeing 777-300ERs with the 'Year of Zayed' livery have circled the globe on over 1,500 flights to date, and will continue to carry its message of inspiration from the UAE's late founding father throughout 2018.

The "Year of Zayed" is a year-long tribute to HH Sheikh Zayed's

remarkable legacy and values which have shaped the formation of the UAE. Through the pillars of wisdom, respect, sustainability and human development, the inspirational leader has created a lasting vision of prosperity, determination and tolerance – attributes that remain strongly embedded in UAE culture.

Each bespoke decal covers an area of 480m² on the A380 and 312m² on the Boeing 777-300ER. Since November 2017, the ten aircraft have travelled to 90 destinations across six continents including Rome, Sydney, Hong Kong, Los Angeles, Buenos Aires and Accra.

The aircraft have collectively flown more than 4 million km. Dedicated Emirates staff at the Emirates Engineering Aircraft Appearance Center spent a total of 119 days to install the decals.

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AIRLINES

Ethiopian launches new flight to Nosy-Be Madagascar



ADDIS ABABA: Ethiopian Airlines, the largest Aviation Group in Africa and SKYTRAX certified Four Star Global Airline, began in March its thrice weekly service to Nosy-Be, an island off the northwest coast of Madagascar.

Nosy-Be is the largest and busiest tourist resort in the island-nation with white sandy beaches, blue-green seas and astonishing rich undersea life making it a perfect destination for diving, fishing, cruise trips and much more.

Group CEO of Ethiopian Airlines Tewolde Gebremariam said Nosy-Be's addition to their routes is envisioned to help tourism in Africa while widening Ethiopian's market share.

"We are very happy to commence flights to Nosy-Be, our second gateway in Madagascar after Antananarivo. Nosy Be, one of the most beautiful tourist destinations of Africa, will widen the menu of leisure destination choices for tourists from all over the world. In line with our Vision 2025, we will continue to expand and deepen our footprint in Africa with a view to support the growth of tourism, business, trade and investment between the continent and the rest of the world," Gebremariam said.

Ethiopian is the fastest growing airline in Africa, commanding the lion share in both passenger and cargo network in the continent. Nosy-Be route will be operated with a Boeing 737-800.



RUS AVIATION RETURNS TO IRAQ: The Sharjah-based RUS Aviation successfully resumed scheduled cargo flights between Sharjah and Iraq. The cargo carrier had its first commercial flight to Sulaymaniyah Airport on March 20, signaling the return of its twice a week flights to the route. The Iraqi government announced Erbil and Sulaymaniyah Airports in Northern Iraq are again open for business.

ACS invests £1m more to take lead in Europe's aviation industry

PERTH: Scotland's leading flying school and aircraft maintenance company, ACS Aviation, is gearing up to become one of the leading commercial flying schools in Europe after putting in £1 million investment in aircraft, airside facilities and online presence.

Founded in 2007, the company has increased the number of would-be pilots for its wide range of commercial training programs after extending the range and flexibility of its training offer. Allowing flying students, a "modular approach" ACS Flight Training courses enable trainees to fit instruction and flying hours around work commitments.

The range of competitively-priced courses has enabled ACS Flight Training to compete with large multinational training schools such as Oxford Aviation Academy and L3 Airline Company based in England.

Recent enrolments include would-be pilots from as far afield as the Netherlands and Italy, as well as those generated by ACS's marketing operations around the UK.

ACS is based at Perth Airport, the former WWII airfield owned by Morris Leslie Group and earmarked as a potential site for further development in the projected UK and Scottish Government-backed Tay Cities Deal.

Potential upgrading of the airfield and its surrounding facilities under the plan would enable ACS to boost its offer and compete better with European and UK rivals, bringing substantial business and tourism benefits to the Tayside economy.



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EXECUTIVE MOMENTS

Skycell appoints Groeneveld as CCO



Zurich/Switzerland: Skycell, the leading provider of temperature-controlled container solutions and services, has named Marrie Groeneveld as Chief Commercial Officer.

Groeneveld's appointment which took effect in February entails focusing on serving global pharma companies and sustainability.

SkyCell, the 4th largest pharma airfreight container company, is expanding its team on multiple levels, especially in sales.

Groeneveld has a 30-year track record of successful experience in the contract

logistics and healthcare supply chain industry with some of the largest international logistics

companies like, DHL, UPS, Movianto and Expeditors.

"Marrie is a natural choice for the new commercial leadership of SkyCell, as he has a proven

track record, having worked in both commercial and executive leadership roles with

internationally well-known service providers," said Richard Ettl, CEO of SkyCell.

Volga-Dnepr Group names new commercial director for charter business

LONDON: Tony Bauckham has joined Volga-Dnepr UK, a global charter sales centre for Volga-Dnepr Airlines, as Commercial Director, reinforcing Volga-Dnepr Group's strategy of building an international team to further its leadership ambitions in the global air charter market.

Bauckham is a highly respected air cargo industry expert, who previously spent eight years as Managing Director of the British aircraft charter company, Air Charter Service.

Earlier in his career, he was part of the



Volga-Dnepr UK team as its Managing Director, having joined from Evergreen International Aviation, where he held the posts of Executive Vice President and was a Board member.

Bauckham is responsible for proactive charter sales management as well as for development of the commercial sales team and regional management.

Leadership role hands over at Cargologicair

LONDON: British cargo airline, CargoLogicAir, has confirmed management changes to support the next phase of its development strategy.

Dmitry Grishin, who led the establishment and launch of CargoLogicAir as well as its initial network development, has now handed over his responsibilities to newly-appointed CEO David Kerr, a move previously announced by the airline.

Grishin contributed significantly to the company's formation, its initial validation process and the commencement of flight operations. As the airline now moves towards achieving its next strategic milestones, Kerr's key responsibilities will be to focus on developing CargoLogicAir into a leadership position in the air cargo market through further fleet expansion and network development, as well as strengthening the airline's growing reputation as a high quality service provider.

At present, CargoLogicAir is the only British cargo airline operating flights from the UK, connecting customers with prime cargo markets around the world, including Frankfurt, Mexico City, Atlanta, Houston, Abu Dhabi, Dubai, Hong Kong and Tel Aviv.

Its fleet currently consists of three modern Boeing 747 freighter aircraft, including the latest generation 747-8F.

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Dubai seeks to turn waste into energy & green byproducts



DUBAI: Dubai is working on transforming its 3.5 million tons of waste annually into usable energy and other green byproducts like concrete as it veers away from using landfills by 2030.

Dubai Municipality says its "Wastenizer" project, which transports and processes waste to generate energy is its official proposal to Dubai 10X Initiative – an ambitious venture overseen by the Dubai Future Foundation (DFF) chaired by HH

Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of the Dubai Executive Council.

Dubai, the business capital of the United Arab Emirates, produces 3.5 million tons of waste annually, uses 7,560 sqm of land as landfills, deploys 3,850 garbage collection vehicles to all its districts, all at a daily operating cost of AED2.3 million.

The plan is to transform the city's solid

waste into a source of energy by using artificial intelligence and without resorting to traditional means of shipping.

Once implemented, the Wastenizer system will produce 17,500 tons of good ash for the production of green concrete. The pilot phase of the project has been scheduled for the fourth quarter of 2018, with the system entering full implementation in several regions of the emirate just before the opening of Expo 2020.

The project includes carefully analysing the statistics pertaining to waste and the high costs of collection and treatment, in addition to the environmental disadvantages of harmful emissions from Dubai's landfills.

"We are working to create an ecosystem that embraces change and disruption, and a smart, flexible environment that engages both the public and private sectors, as well as the general public, to implement the services of the future," said Dawood Abdul Rahman Abdullah Al Hajiri, Director-General of Dubai Municipality.

Stem cell therapy cures age-related blindness

LONDON: In yet another breakthrough, doctors have successfully tested stem cell therapy to cure age-related blindness known as macular degeneration or AMD.

The groundbreaking new technique was proven effective with two British patients who suffer from AMD, a condition which affects people over 50 characterized by damage to the macula, a small spot near the center of the retina.

Nature Biotechnology which

published the findings of the 12-month experiment said the patients reported significant improvement in their eyesight.

The BBC reported Douglas Waters, 86, one of the two patients, who could not see out of his right eye, can now clearly read thanks to stem cell therapy. This is done by growing cells from a human embryo into a patch then delicately inserting them into the back of the eye.

"I can now read the newspaper," the BBC quoted Waters as saying.

The National Institute for Health, the Moorfields Eye Hospital, NHS Foundation Trust and the UCL Institute of Ophthalmology, jointly collaborated for the project.

The second patient, a woman in her sixties, also claimed she could see better now. Doctors, meanwhile, are finding ways to make this treatment affordable to the greater majority.

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UPCOMING EVENTS

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2018 FIATA World Congress

FIATA, the global voice of freight logistics uniting the freight forwarding industry worldwide and improving the quality of services rendered by freight forwarders globally, will bring together industry stakeholders in New Delhi in the 2018 FIATA World Congress.

Studies have estimated that India can save up to US \$45 billion if logistics costs are brought down to 9% of the country's GDP as is the case in other developing countries, thereby, making domestic goods more competitive in global markets.

New Delhi, India

Sept 25-29, 2018

7th Annual Cargo Facts Asia

With explosive growth in China's e-Commerce market and the resulting air express boom, Cargo Facts Asia 2018 is the forum to discuss how the industry can take advantage of this growth to expand business.

Cargo Facts Asia 2018's unique combination of panels and presentations feature the best, brightest, and most innovative executives in the global air cargo industry.

Shanghai, China

April 23-25, 2018

ITF Summit 2018: Transport Safety and Security

The 2018 Summit on "Transport Safety and Security" will address issues ranging from terrorism and cyber-security to road safety and extreme weather disruption, including the risks and benefits of automated driving. Safety and security are core concerns for transport. A transport system that is safe and secure enables passengers to travel without fear and allows businesses to ship goods reliably and efficiently.

Leipzig, Germany

www.itf-oecd.org/summit-events

May 23-25, 2018

Air Cargo Forum 2018 Toronto

TIACA's International Air Cargo Forum and Exhibition is the premier air cargo industry event. Over 4,000 air cargo decision makers and more than 300 exhibitors from around the world gather at ACF to network and address current industry challenges and opportunities. The ACF is a cost-effective way to network and showcase your business to thousands of leaders and buyers from across the entire air cargo supply chain.

Toronto, Canada | www.aircargoforum.org

October 16-18, 2018

Airport Show 2018

In May 2018, the Airport Show returns for its 18th edition. Taking over three days, this is the world's largest annual airport exhibition providing an ideal B2B platform for companies to showcase airport and aviation-related products and services. Over 7,000 aviation professionals are set to attend the event, networking and developing new business opportunities. 300 of the leading global suppliers will be exhibiting at the event, showcasing their latest airport technologies, products and services. Attendees will learn about new trends and meet with the industry's key decision-makers.

DICEC, Dubai, UAE | www.airportshow.com

May 7-9, 2018

2018 WCA Projects Annual Conference

The 12th Annual WCA Projects Conference will be held at the Grande Elysee Hotel in Hamburg, Germany from 1-3 June, 2018. Hamburg is a major project forwarding market, and organizers expect a big member turnout due to the central location in Europe.

WCA Projects will again provide social networking events, extended 1-on-1 meeting times, professional discussions, and will present awards for 'Best Projects Partners' to recognize the network's star members.

Hamburg, Germany

June 1-3, 2018

International Transport Logistics exhibition (Logitrans Turkey)

The leading trade fair for transport logistics in the Eurasian region will be held once again in Turkey on November 12-14 with a professional platform for presenting innovative logistics solutions with latest update on market developments to grow your business and create new opportunities. This event will gather logistics and supply chain executives from Europe, North Africa, the Middle & Far East and CIS countries.

Istanbul, Turkey

Nov 12-14, 2018



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