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Advancing with active role
towards recovery & the future

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ECS Group CEO

The Lounge



Steven Polmans
Chairman, TIACA



Feature

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Air Cargo Update is a platform to disseminate news and tackle issues in the global air freight industry with emphasis in the Middle East, South Asia and Africa.

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Underrated no more

Lockdowns in major cities across the world have eased but the reality is we're still under threat by the Coronavirus pandemic, an invisible enemy that has changed the way we live and pushed the global economy to the brink of collapsing.

We have no choice but to embrace the "new normal" and turn challenges into new opportunities until the Covid-19 vaccine is made available to the public.

The air cargo industry, which accounts for a third of the total trade output worldwide, will continue to play a crucial role in the ongoing global efforts to fight the virus. Often underrated, the industry recently took the center stage, transporting vital medical, food and other supplies, sustaining lives in an era of lockdowns, uncertainties and anxieties.

When Covid-19 vaccine is finally found, air cargo will again play a very important role in transporting billions of vials safely to every corner of the planet to protect billions of lives. The industry's efficiency and speed in carrying high value goods like vaccines are crucial in ensuring their potency are preserved while being transported. Equally important are its equipment and temperature-controlled facilities.

ECS Group, the largest in the GSSA industry worldwide, our cover story in this edition, believes the air cargo industry is up to that challenge. The industry has quickly transformed itself, after all, in this historic crisis, enabling the healthcare communities and governments to save lives and control the pandemic's unprecedented further damages to economies, businesses and people.

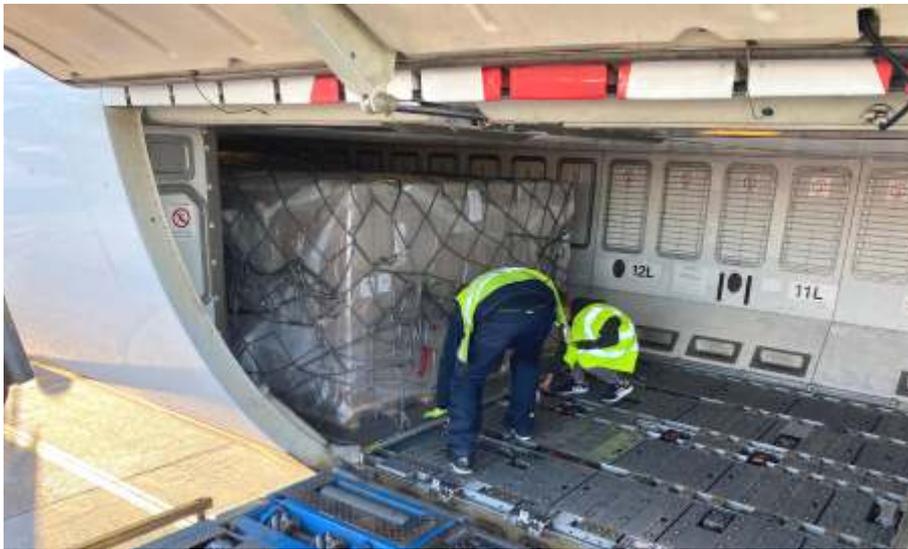
On **The Lounge**, we will share more industry insights from Steven Polmans, the Chairman of the global trade body, The International Air Cargo Association (TIACA), who is also the Director for Cargo & Logistics at Brussels Airport.

These are unprecedented times that demand creative and effective measures to protect lives and economies. We shall prevail.

Gemma Q. Casas

Editor-in-Chief

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18

Cover Story

ECS Group Advancing with active role towards recovery & the future

06

The Lounge

TIACA Chairman finds comfort in mountain biking and a nice meal with family & friends



22

Feature

India sees logistics industry to bounce back first



30

Trucking

Training the best new drivers with the new Mercedes-Benz Actros as a driving school vehicle

07 Global News

37 Airports

16 Logistics

43 Executive Moments

33 Airlines

45 Technology

46

Upcoming Events





AFRICA AIR CARGO SUMMIT 2020

24-26 JUNE | Ethiopian Skylight Hotel | Addis Ababa, Ethiopia



Africa Air Cargo Summit returns to Addis Ababa, Ethiopia – the fast growing air freight hub of the African continent. The event has a dedicated focus on the rapidly growing Africa air cargo market for aviation services and solution leaders to gain market and business intelligence. Africa Air Cargo Summit 2020 will provide a critical knowledge-sharing and B2B platform for air cargo executives, and will bring the air cargo community from all over Africa and globally to Addis Ababa.

PROGRAM *Highlights*

- Africa – The Big Picture
- Innovation in Air Freight
- Ethiopia – Prospects for Economic Growth
- What's Next in Technological Development?
- Asia-Africa Tradelane – Unlocking the Potential
- Empowering Air Cargo Infrastructure in Africa
- Hot Spots for Cargo
- Flower/Perishables Logistics
- Future Outlook African Air Cargo
- Visit to ET Cargo Terminal at Addis Ababa Bole Airport

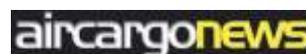
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TIACA Chairman finds comfort in mountain biking and a nice meal with family & friends

It's not easy running an international trade organization while keeping your job at one of the busiest cargo airports in Europe, especially in challenging circumstances like now.

Steven Polmans, Chairman of The International Air Cargo Association (TIACA), who is also the Director for Cargo & Logistics at Brussels Airport, is no doubt a busy man with great responsibilities.

Taking time off from his busy schedule, Polmans who was also the first Chairman of BRUcargo, Brussels Airport's cargo community, shared his thoughts with **Air Cargo Update** about the industry and a bit of his personal life.

"While a lot of my colleagues were home as part of a temporary unemployment plan, I did indeed have the feeling I was working harder than ever before in the past few weeks and months. Time flew by. But with the support of a great and dedicated cargo team at Brussels Airport, we managed to get things done. They supported me more than enough so I could also spend the necessary time with TIACA," Polmans said.

While the global crisis brought by the Coronavirus pandemic crippled many industries, air cargo is very much alive and busy transporting vital goods like medical supplies, food and pharmaceuticals. But it's also facing challenges with the loss of belly capacity with many passenger flights were still grounded.

"This loss in capacity for air cargo needed us to be very creative and flexible in setting up new routes or increasing existing ones by full freighter or passenger aircraft operated as freighter. Making governments understand the challenges this is causing but also the importance of air cargo has been crucial," the TIACA chairman explained, adding that their group has aligned with other organizations "to keep air cargo high on the agenda."

"When we are talking about aviation, most people and associations start discussing the passenger side. It was and will be our job to make sure cargo remains high on everybody's agenda as it is part of this larger ecosystem. Many are representing a part of the logistical chain, such as airlines or airports or forwarders. We unite them and we defend the air cargo industry in total. Nobody else does this," he said.

With uncertainties still looming as to when the world will be back to normal, many questions are still lingering.

"First of all: How will passenger traffic grow again in the years to come? Because the growth of passenger traffic will bring us increased belly capacity to restore our network. Another big



Steven Polmans
Chairman, TIACA

parameter will be the overall economy. How will we come out of this crisis and how quickly will everything go back to normal? Slower economy will result in lower demand and need for air cargo. And other factors that come in place are, for example, near shoring, the focus on reducing dependency on too little countries or companies in your sourcing and supply chain, environment, etc.," said Polmans.

Polmans finds comfort in simple things in life. "If you would ask my loved ones, you would probably get a reply there is no time where I am not busy. Therefore, no long list of hobbies and activities for me. When not working, I like to relax. Do the day-to-day stuff at home, enjoy life with friends and family and preferably a nice meal or, in summer, a great barbecue, do some reading or catch up on some movies or series."

Polmans did a lot of group sports in the past, but that disappeared with his constant traveling and busy schedule; he now bikes on a regular basis to keep fit and healthy.

"Sports disappeared from the agenda. But since a few years ago, I have been trying to jump on my mountain bike on a regular basis to keep the physical condition to a certain minimum level," he said.

And when things go bad, Polmans opts to stay positive. "Where others see problems, I often see challenges and opportunities. It keeps me going and motivated. That, in combination with a great team of people I work with, makes these "troubled times" interesting, as difficult the situation sometimes is or might be."

Virgin Atlantic increases cargo-only flights by over 33% in June



LONDON: Virgin Atlantic increased its cargo-only flights by 35% to nearly 600 in June with the launch of new routes including Beijing and Brussels following the success of its May program.

June will see a total of 601 flights – 597 cargo-only services and 4 repatriation flights for the UK's Foreign & Commonwealth Office (FCO), the cargo carrier said.

As the airline continues to extend its network to support demand for export and import cargoes as UK and international businesses continue their recovery from the COVID-19 outbreak, this month's schedule highlights for customers include:

- **The launch of daily flights connecting London Heathrow and Beijing**
- **Virgin Atlantic's first-ever flights to Brussels, arriving from New York JFK before connecting directly to London twice-a-week**
- **Three flights a week to Chicago, starting on 4 June**
- **Increased Mumbai services to three a week, with UK departures every Monday, Wednesday and Saturday from June 6**
- **Three-times weekly London-Atlanta flights from June 9**
- **A return to Nigeria with weekly Lagos flights to and from London**
- **Increase to daily flights to and from Hong Kong**

The airline's growing schedule means cargo customers now have access to direct cargo capacity connecting London, New York JFK, Los Angeles, Chicago, Miami, Atlanta, Johannesburg, Tel Aviv, Lagos, Mumbai, Shanghai, Hong Kong, Beijing and Brussels. Kales Airline Services, Virgin general sales agency in Brussels will market its increased direct capacity in Belgium.

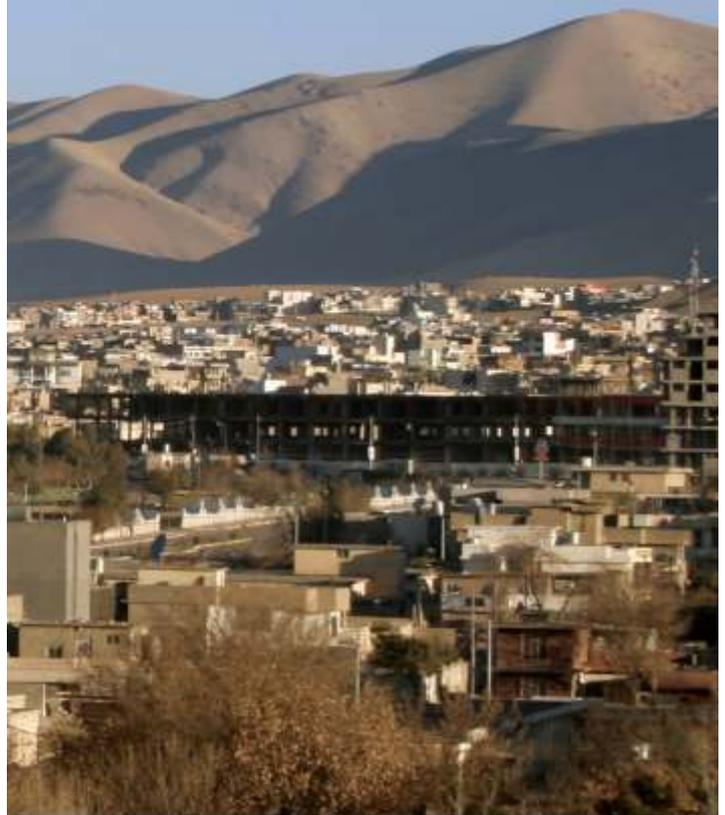
In May, Virgin Atlantic operated 446 cargo-only flights, including 66 charters for customers, averaging 52 weekly departures from the UK. The airline carried 4.4 million kilos of cargo into the UK and 5.3 million kilos of exports, producing the highest monthly cargo revenues in the airline's 36-year history.

To date the airline has carried over 44 million items of PPE from China to the UK, including over 33 million isolation and medical masks, as well as millions of disposable aprons and gloves, and protective coveralls. Other PPE shipments to date include eye protection covers, ventilators, isolation gowns, injection and infusion pumps, and disposable samplers and swabs.

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SAL launches new facilities at KKIA under the auspices of Minister of Transport



JEDDAH: Saudi Arabian Logistics (SAL) recently launched its operations at the Model Cargo Village at King Khalid International Airport (KKIA) with officials assuring Saudi Arabia's resolve to become a global logistics hub will push through despite the challenges brought by the COVID-19 pandemic.

Under the patronage of the Minister of Transport his excellency Eng. Saleh bin Nasser Al-Jasser, the launch was announced during a webinar attended by Abdulhadi Al-Mansouri, the President of General Authority of Civil Aviation, Sami Sindi, the Director-General of Saudi Arabian Airlines Corporation, Fawaz Al-Fawaz, SAL Chairman, Mohammad Abunayyan, SAL Executive Board Member and Mohammed Al Maghlouth, CEO of Riyadh Airports Company.

In a speech, SAL CEO Omar Hariri said although the Kingdom is facing great difficulties and challenges because of COVID-19, the development in the country has continued. This integrated logistics project provides general and specialized handling services for cold chain goods, perishables, medicine, cars and hazardous

materials including express and air mail as well as e-commerce shipments.

The facility runs on an area of 42,000 square meters and includes a 20,000 square meters warehousing with an area of 6,600 square meters for exported goods, 6,500 square meters for e-commerce and 5,200 square meters for cold storage shipments.

The capacity of the entire facility reaches 450,000 tons a year. The handling operations are performed through 16 Loading dock. The facility has been equipped with state-of-the-art technology.

Hariri also pointed out the new cargo facilities in Jeddah's King Abdulaziz International Airport will be ready this September with a total area of 131,000 square meters of which 65,000 square meters will be dedicated to warehouses.

This will help enhance the flow of cargo to and through the Kingdom and make the country a global logistics hub.

The Saudi Minister of Transport hailed the SAL new facilities at King Khalid International Airport and spoke highly of the vital role the cargo services and operations providing foodstuffs, medical supplies and essential goods. The new project will handle all types of cargo and help transform the Kingdom into a global logistics center.

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Volga-Dnepr delivers 48 street sterilization trucks from China to UAE



MOSCOW: 48 street sterilization trucks from China safely arrived in Dubai and were delivered to their final destination, Abu Dhabi, as part of the United Arab Emirates' National Disinfection Program in fighting the Coronavirus pandemic.

Volga-Dnepr Airlines said it operated six AN-124-100 charters to transport the trucks from Shanghai to Dubai with help from Maximus Air, its long-term partner in the heavy-lift market.

Each flight was loaded with 8 trucks, utilizing three aircraft within a 4-day period – made possible by the world's largest fleet of AN-124-100s.

The cargo carrier said the Volga-Dnepr Group has been operating multiple charter flights daily as the international community battles against the spread of COVID-19. It says the full fleet of Volga-Dnepr Airlines, Air Bridge Cargo and Atran have all been utilized to meet the demand for transporting vast volumes of air freight worldwide.

"Volga-Dnepr Group's ability to provide customized solutions during this critical period is demonstrated by our incredible number of daily charters transporting medical and sanitary equipment. All four aircraft types operated by the Volga-Dnepr Group have been flying around the clock to keep international supply chains open," said Stuart Smith, Humanitarian Director for Volga-Dnepr Group.

While the majority of commodities flown have been PPE, the Volga-Dnepr charter team have also been delivering crucial oversized/ heavy-lift equipment to support global health infrastructures. The range of air cargo flown, is enabled by the diverse fleet that is unique to the Volga-Dnepr Group.

The Volga-Dnepr Group has been in operation for 30 years supporting international aid and relief efforts worldwide.

SpiceJet adds Kyrgyzstan & Egypt to its international cargo network

GURUGRAM: SpiceJet, India's biggest air cargo operator, has added Kyrgyzstan and Egypt to its growing international cargo network operating its maiden cargo flights from Delhi to Bishkek and Mumbai to Cairo via Ras Al-Khaimah in the United Arab Emirates.

SpiceJet says it recently carried 13 tons of medical supplies from Hong Kong to Kolkata. Additionally, it deployed its Boeing 737 freighter aircraft to carry 17 tons of cargo supplies to Bishkek, 17 tons of pharma to Cairo and 13 tons of pharma from Hong Kong.

"Egypt and Kyrgyzstan are significant additions to our fast-expanding cargo network. We are now actively using our Ras Al-Khaimah hub for cargo flights to African and CIS countries and this partnership will continue to grow in the times to come," said Ajay Singh, Chairman & Managing Director, SpiceJet.

SpiceJet has operated special cargo flights to and from Jakarta, Kathmandu, Khartoum, Incheon, Cebu, Huangzhou, Tashkent, Baghdad, Cambodia, Guangzhou, Abu Dhabi, Kuwait, Singapore, Ho Chi Minh, Hong Kong, Shanghai, Bangkok, Colombo, Dubai, Kabul, Myanmar, Sharjah, Male, Kuala Lumpur, Ukraine and a host of other places.

SpiceJet has transported 13,200 tons of cargo on 1880 flights since India's nationwide lockdown began. The airline operated the country's first cargo-on-seat flight on April 7 carrying vital supplies in passenger cabin & belly space. Since then, it has been regularly deploying its B737 and Q400 passenger aircraft to carry cargo in the passenger cabin.

SpiceXpress, SpiceJet's dedicated cargo arm, has been regularly transporting surgical supplies, sanitizers, face masks, coronavirus rapid test kits, IR thermometers etc. and providing doorstep deliveries of essential supplies, medicines and medical equipment to various cities in India.

The airline has helped Indian farmers maintain continuity of their supply chains by operating special cargo flights to take farm produce, fresh fruits and vegetables to various domestic and international destinations.



Finnair modifies 2 Airbus A330 planes for cargo use

VANTAA: Finnair says it has doubled up its cargo capacity on two Airbus A330 passenger planes by removing the economy seats amid continued demand for more cargo shipments due to the Coronavirus pandemic.

The national carrier of Finland said the free cabin space will be used mainly for shipping supplies needed in the fight against the virus.

The Airbus A330 cabin is especially well suited for carrying lighter freight, as the loading happens through the regular doors. The cargo is secured in the cabin with cargo nets. About half of the existing capacity of the wide-body aircraft is already reserved for cargo below the cabin.

Before the pandemic struck, half of the world's freight are carried in passenger planes. With the global travel ban, commercial aviation activities stopped. Demand for air freight shipment, however, increased.

"Functioning logistic connections are always critical for the world economy, but their meaning is heightened during the crisis. To ensure the availability of national emergency supplies, it's important to be able to access goods from another continent in a matter of hours," said Mikko Tainio, Managing Director of Finnair



Cargo.

Finnair's technical operations implemented the A330 modifications and removed the seats in fewer than two days. As the demand for passenger traffic increases, the planes can also be returned to passenger operations quickly.

In April and May, Finnair has been flying cargo to the large cities in China, Japan and Korea, as well as Tallinn and Brussels in Europe. It also started cargo flights to New York and Bangkok. Finnair is currently operating more than 50 one-way cargo flights a week.

"By offering cargo connections between different continents, we can do our part to help the world to recover from the impacts of the pandemic. Thanks to the demand for cargo, we've been able to keep more of our planes in the sky and people employed both in the air and in our terminal operations," said Tainio.



WFS welcomes US envoy to oversee arrival of ventilators in Johannesburg

JOHANNESBURG: Worldwide Flight Services (WFS) recently welcomed Lana Marks, the US Ambassador to South Africa, to its cargo terminal at

Johannesburg's O.R Tambo International Airport to personally oversee the arrival of 600kg of respirators donated by the United States to support the recovery of Covid-19 patients.

The Ambassador was joined by the South African Civil Aviation Authority (SACAA) Manager for Cargo Security, Andrew Dhlakama, and USAID Mission Director, John Groarke, to witness the first shipment of US-made ventilators.

"We were honoured to welcome the U.S. Ambassador to see this vital equipment being handled by our team in Johannesburg. This is a tremendous response from the US to South Africa's call for more ventilator capacity and WFS is

proud to have been able to offer its expertise to ensure the equipment was handled securely and sent to intensive care units in hospitals as quickly as possible, where it will be able to save many lives," said Malcolm Tonkin, General Manager Cargo South Africa at WFS.

The US government is supplying up to 1,000 much-needed ventilators and accompanying equipment to South Africa to assist with its national response to the coronavirus as part of a \$40 million donation.

The ventilators are highly specialised medical equipment used in intensive care units to support individuals whose lungs are not working adequately despite receiving oxygen, assisting them with their breathing as they recover.

The ventilator donation is in addition to previously announced US support to South Africa for its COVID-19 response, which has also included additional multimillion-dollar funding from the U.S. Centers for Disease Control and Prevention (CDC) and USAid, as well as donations of personal protective equipment from the U.S. Department of Defense.



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Emirates flies new 'passengers' with no boarding pass

A lot of medical supplies to fight Covid-19 but also other goods from toys to soap dispensers

DUBAI: The Covid-19 pandemic has disrupted the world order and the way business is done.

The air freight industry is seeing an increase in the demand to fly critical medical supplies such as personal protective equipment (PPE), medical kits, medical equipment, among others. But cargo capacity worldwide was drastically reduced with belly-hold gone with the suspension of passenger flights.

The solution: passenger planes have been temporarily converted to all-cargo flights with new passengers on board—cargo.

Since mid-April, Emirates SkyCargo has been transporting cargo on the seats and the overhead bins inside the passenger cabin of its Boeing 777-300ER aircraft. Placing cargo inside the aircraft cabin allows the carrier to transport more goods per flight, helping urgent cargo reach their destinations faster and allowing for more efficiency of flight operations.

However, Emirates SkyCargo also places utmost importance on safety and in order to continue safe cargo operations even with cargo being loaded inside the aircraft cabin, the carrier has laid out strict rules on the kind of cargo that can be flown on the seats and the overhead bins.

For example, cargo containing liquids and valuable cargo are some of the goods that are not allowed to be loaded on the passenger seats and overhead bins. Most perishables such as fruits and vegetables also have to still be loaded in the belly-hold of the aircraft.

However, some exceptions include cut and preserved flowers and plants and dry and non-smelling fruits and vegetables which can be carefully packaged and loaded on seats or in overhead bins inside the aircraft.

Any cargo that is loaded inside the passenger cabin has to be packaged inside a suitable external container



such as a plastic or cardboard box in accordance with the latest regulations outlined by IATA. In addition, Emirates SkyCargo requires that all packaging must be able to contain any damage to the cargo and include an internal absorbent layer.

"Emirates SkyCargo has operated close to 150 flights globally with cargo in the passenger cabin to date and the cargo that most frequently gets priority to be loaded on the seat and in the bins are medical supplies that are required urgently to fight against Covid-19. We continue to transport an important quantity of items such as face masks and shields, gloves, visors, protective suits and other similar items for individuals and healthcare workers across the world. These are also items that lend themselves to being packaged in boxes that can be easily loaded and secured on seats and in the bins," said Henrik Ambak, Emirates Senior Vice President, Cargo Operations Worldwide.

Some of the other interesting and unexpected items that have been transported inside the cabin of the Emirates Boeing 777-300ER aircraft include garments and clothing, sporting goods, children's toys without batteries, empty soap dispensers, bottle caps for personal care products, dental supplies and even dry food and spices such as pine nuts and cardamom in some instances helping keep the global conveyor belt for goods and supplies running.

Emirates SkyCargo now flies some 100 flights daily from Dubai International (DXB) Terminal 1. The carrier transports goods from more than 75 destinations across six continents, connecting people to the things they need most urgently, facilitating international trade and supporting local economies.

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Emirates has unveiled multi-faceted measures for employee and customer care at every step of the travel journey, redefining safety and hygiene standards on board and on the ground. The new measures took effect today, with the resumption of regularly scheduled passenger flights to nine destinations.

**For details information visit:
www.emirates.com/media-centre**

American Airlines launches new aacargo.com booking features

FORT WORTH, TEXAS: Continuing its innovation, American Airlines announced it has launched new features on its online booking platform aacargo.com enabling customers more autonomy when it comes to booking, schedule searching, or submitting claims online.

The airline said the move is part of its commitment to its ongoing modernization journey – the single largest investment to-date for the Cargo division. The new features include the ability to make allotment bookings online, a flight schedule search capability that doesn't require a log-in, and an online interactive claims form.

The entire technology transition began more than three years ago and involves more than 8,000 team members in Cargo and Airport Operations, and more than 30,000 customers. With more team members working from home in the last few months and limited to virtual interactions, the team of more than 700 people across 300 locations globally and more than 150 business, technology, and vendor partners have had to adapt to keep the project on target.

"The pandemic has made this hard, particularly on a project of this size and which requires this much collaboration. Thankfully we were already committed to a mindset of adaptation and

innovation, which is what has allowed us to navigate changing world circumstances and continue to make progress," said Angela Hudson, Head of Transformation for American Airlines Cargo.

"Our new technology platform allows for a better experience for our customers, enables them to make bookings at their convenience and offers more flexibility and efficiencies behind the scenes for our team members."

The latest new tools will both streamline and advance business through reduced paper use and an increasingly more touchless system. This type of efficient foundation allows for greater flexibility and speed to market for new products and solutions to continue to provide the best in customer service.

The entire technology overhaul replaces the majority of American's legacy technology, reducing 90 systems down to less than 10. Not only do the new tools bring an upgraded customer experience, the evolution of the investment is part of a broader initiative to modernize the entire business. The project is on track to complete by the end of the summer.



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UN calls for nations to unite to defeat global impact of pandemic



GENEVA: With more than 190 million people out of jobs worldwide, more than 5 million infected with Coronavirus and deaths climbing to over 325,000, the United Nations says now more than ever is the time to unite and protect millions of lives at stake in over 60 of the world's most fragile countries.

In its updated Global Humanitarian Response Plan launched in early May, the UN sought for at least \$7 billion to protect millions of lives and stop the spread of COVID-19 in the world's poorest nations.

UN Humanitarian Coordinator Mark Lowcock warned of a significant rise in conflict, hunger and poverty, as well as looming famine, unless action is taken now.

"If we do not support the poorest people – especially women and girls and other vulnerable groups - as they battle the pandemic and impacts of the global recession, we will all be dealing with the spillover effects for many years to come. That would prove even more painful, and much

more expensive, for everyone," he said.

COVID-19 infections have reached 5 million with still no cure in sight. Humanitarians believe the virus would peak in the world's poorest countries within the next three to six months.

The UN continues to deploy tons of medical and food supplies across the most vulnerable countries and conflict zones around the world.

At the conclusion of the annual World Health Assembly on May 19, the 194-member states adopted a resolution calling for an independent review of the global response to the COVID-19 pandemic, including the World Health Organization's own performance.

Held for the first time ever by teleconference from Geneva on 18-19 May, the UN health body's annual oversight convention focused on the pandemic.

The member states unanimously adopted a resolution calling on WHO to rapidly identify and provide options for scaling up the development, manufacture and distribution capacities needed for providing access to COVID-19 diagnostics, therapeutics, medicines and vaccines.

More broadly, international organizations were called on to work collaboratively to develop, test and scale-up production of safe, effective, quality, affordable diagnostics, therapeutics, medicines and vaccines for the COVID-19 response – including in the licensing of patents to facilitate access to them.

UAE sends 14 tons of urgent medical supplies to Palestine

ABU DHABI: The United Arab Emirates, one of the world's leading contributors of COVID-19 aid, delivering more than 500 metric tons of help to 47 countries, recently shipped 14 tons of urgent medical supplies in the occupied Palestinian territory.

The Office of the United Nations Special Coordinator for the Middle East Peace Process (UNSCO) expressed thanks to the government of the UAE saying the aid which includes personal protective equipment (PPE) and medical equipment, most notably 10 ventilators, would tremendously help the country in its ongoing fight against the Coronavirus pandemic.

"The UAE is an important partner, whose continued support for peace and for the Palestinian people at this critical time is highly valued. Global solidarity is in the interest of everyone. Today we are facing the most challenging crisis since the Second World War. We can get through it only by working together," said Nickolay Mladenov, Special Coordinator for the Middle East Peace Process.

In addition to being one of the largest donors to UNRWA, the UAE has contributed more than \$828.2 million from 2013 to April 2020 to fund various sectors in the oPt, the UAE news agency WAM noted, adding, the country has been one of the world's leading contributors of COVID-19



aid, delivering more than 500 metric tons of aid to 47 nations.

"This is an international crisis that requires an international response. The UAE is grateful to UNSCO for facilitating the UAE's support for the Palestinian people, and for the UN's tireless efforts to coordinate and assist the global fight against the pandemic," said Ambassador Lana Zaki Nusseibeh, the UAE's Permanent Representative to the United Nations in New York.

Lufthansa Cargo now has 14 weekly cargo flights between Shenzhen and Frankfurt

FRANKFURT: Lufthansa Cargo has begun offering an additional 14 cargo flights per week between Shenzhen in China to Germany's Frankfurt City with millions of medical supplies still in high demand to fight the Coronavirus pandemic.

The first flight, an Airbus A330-300 from Lufthansa, took off from Shenzhen on May 18 as scheduled with about 3 million respiratory masks and other medical protective equipment on board on behalf of logistics company Fiege.

"Lufthansa Cargo is doing its utmost to strengthen security of supplies by air and maintain supply chains. We are continuing to expand our services to ensure the fast transport of large quantities of urgently needed goods," explains Dorothea von Boxberg, Chief Commercial Officer Lufthansa Cargo.

Currently, all 17 Lufthansa Cargo freighters are in continuous operation to fly medical supplies, among other things, all over the world. From and to mainland China alone, 16 flights a week are currently operated with Boeing 777F wide-body freighters with a standard load capacity of around 103 tons.

With the newly opened route to Shenzhen, a total of up to 49 additional weekly flights with Lufthansa passenger aircraft for the



transportation of goods are offered in China.

"As a reliable partner, Lufthansa Cargo has played an important role in the stable supply chain from Asia to Germany in recent weeks. The new cargo flights from Shenzhen ensure that we can make this supply chain even more flexible, so that urgently needed goods arrive quickly in Germany," said Michael Völlnagel, CEO Fiege International Freight Forwarding.

Achim Plücker, Managing Director International Cargo Center Shenzhen, underscored the importance of the flights between the two countries.

"For Shenzhen Airport and the International Cargo Center Shenzhen, the launch of the Lufthansa connection is a further step in the internationalization of Shenzhen Bao'an Airport. We are very pleased to be able to participate in supplying Germany with urgently needed medical goods such as masks," he said.

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- Pick-up & delivery Options
- Customs Clearance
- On-line booking



Abu Dhabi Ports launches 'SAFEEN FEEDERS' shipping service



ABU DHABI: The Abu Dhabi Ports launched this month a new feeder services company called SAFEEN FEEDERS as part of its strategy to meet future growth trade demands within the Gulf region and offshore.

SAFEEN FEEDERS will introduce a new feeder service linking Abu Dhabi to ports serving the UAE, the broader Gulf region and the Indian subcontinent, thereby increasing connectivity and optimizing shipping costs within and beyond the region.

The service will be executed in partnership with Bengal Tiger Line, BTL, one of the world's most renowned feeder service operators, through a vessel sharing agreement, according to Abu Dhabi Ports. This will allow for a timely and efficient exchange of container cargo between mainliner vessels and the vessels within the rotation calling at nine regional ports located across the UAE, Saudi Arabia, Bahrain, Pakistan, and Western India.

"The launch of SAFEEN FEEDERS significantly strengthens our ability to enhance the competitiveness of our growing base of global customers, and helps our region meet international demands as a trade and logistics hub connecting east and west," Capt. Mohamed Juma Al Shamisi, Group CEO of Abu Dhabi Ports, was quoted as saying by the Emirates news agency WAM.

"By partnering with Bengal Tiger Line, we are not only growing our Abu Dhabi Ports family and creating mutually positive solutions, but we are also significantly broadening our product and service offering to our valued clients and enhancing our contribution to Abu Dhabi's non-oil economy," he added.

Bill Smart, Chief Executive of Bengal Tiger Line, commented: "We are excited to be partnering with Abu Dhabi Ports in developing feeder solutions for the region and look forward to jointly promoting SAFEEN FEEDERS' services in conjunction with our own BTL brand."

SAFEEN FEEDERS' pendulum service, called the UAE-Indian Sub-Continent Gulf Service (UIG), will be delivered by three 2,700 TEU vessels (nominal capacity) via the following 21-day rotation calling: Khalifa Port; Jebel Ali Port; Karachi; (Kandla); Mundra; Nhava Sheva; Khalifa Port; Jebel Ali Port; Bahrain; Damman; Jubail; and, Khalifa Port.

The service will commence during week 27 with the first departure from Mundra expected to take place on Tuesday, June 30, 2020. In the medium term, Abu Dhabi Ports and Bengal Tiger Line expect to expand the service to ports in the broader Gulf region. Over the long-term, the new company will explore further service opportunities at container terminals in the Red Sea and East Africa regions.

China and Europe strengthen rail freight trade



HEFEI: On June 6, a freight train left Hefei, the capital of east China's Anhui Province, heading for Tilburg in the Netherlands for the first time, the Chinese news agency Xinhua reported.

The train, carrying 82 TEUs of cargo, will travel for 15 days to reach Europe. It marks the launch of a new rail cargo service between the two cities.

The China-Europe freight train service now has 20 routes linking Hefei with eight countries including Germany, Poland, Finland, the Netherlands and Russia. Thus far this year, a total of 194 China-Europe freight trains have departed from Hefei, mostly carrying vital medical supplies and equipment.

In April, China also launched a freight train out of Alataw Pass in northwest China's Xinjiang Uyghur Autonomous Region.

The move is a significant part of the Belt and Road Initiative aimed at boosting trade between China and Europe and other participating countries in the program.

China said the China-Europe rail transport service is an important route in transporting medical supplies amid the ongoing Coronavirus pandemic with the air, sea and land transportation industries severely affected.



New York City enlists DB Schenker to deliver critical medical supplies in the fight against Covid-19

NEW YORK/ESSEN: The City of New York has commissioned DB Schenker to transport and deliver much needed personal protective equipment for its health care workers in local area hospitals and elderly nursing homes in its continued fight against the Coronavirus pandemic.

DB Schenker said the cargo, which consists of personal protective equipment such as medical goggles, gloves and gowns, is being picked up in several locations throughout China, transported to the U.S. on direct charter flights, and delivered to special Covid-19 distribution centers in the city.

“Global logistics is playing a vital role ensuring critical medical supplies and personal protective equipment gets to where it needs to be as quickly as possible,” said Hessel Verhage, CEO, DB Schenker Americas. “As a company, DB Schenker is committed to providing urgently needed air freight capacity to expand the global supply network in the fight against Covid-19.”

Benno Forster, Senior Vice President and Head of Airfreight Operations and Procurement for DB Schenker Americas, added they have collaborated with NYC and their consultants to determine the most efficient, economical and time-sensitive way to deliver the supplies.

“Our discussions included guidance related to Chinese Customs export clearance and compliance, U.S. Customs import clearance regulations, warehousing and distribution, pricing, and even recommendations for the best-suited aircraft for transporting this precious cargo. We are very proud the City of New York chose to contract with us to transport these critical goods for the frontline healthcare workers throughout the city,” Forster said.

Throughout May, DB Schenker have operated over 100 charter flights between Shanghai (PVG), Shenzhen (SZX), Shandong (TNA), and Beijing (PEK) and Munich, Germany for European distribution and Newark, NJ, transporting more than 4,000 tons of medical supplies. In the coming weeks, the company said it will be adding charter flights to other destinations in the U.S., including Chicago, IL.

CEVA Logistics and Emmelibri embark on new ground-breaking book distribution project



MILAN: CEVA Logistics Italia and Emmelibri (a Messaggerie Group company) have signed a Letter of Intent to launch a joint project aimed at developing an innovative logistics and book distribution center in Italy.

CEVA says the realization of the project includes the creation of a joint venture and the signing of a contract for the supply of logistic services to Messaggerie Libri with a 12-year duration envisaged.

Emmelibri, through Messaggerie Libri, is the most important Italian distributor of independent publishing material with a reputation for punctuality, reliability and constant commitment to improving the quality of service for over 100 years.

CEVA and MeLi have worked together since the 90's. CEVA has been responsible for the physical handling of all products distributed by Messaggerie Libri through the City of Books logistics hub at Stradella in Pavia since 2013.

CEVA Logistics Italia currently manages Messaggerie Libri's book distribution services from the Stradella facility and these operations will be merged into the new entity. Messaggerie Libri will not be part of the corporate agreement and it will remain a subsidiary of the Messaggerie Group, owned by the Feltrinelli Group.

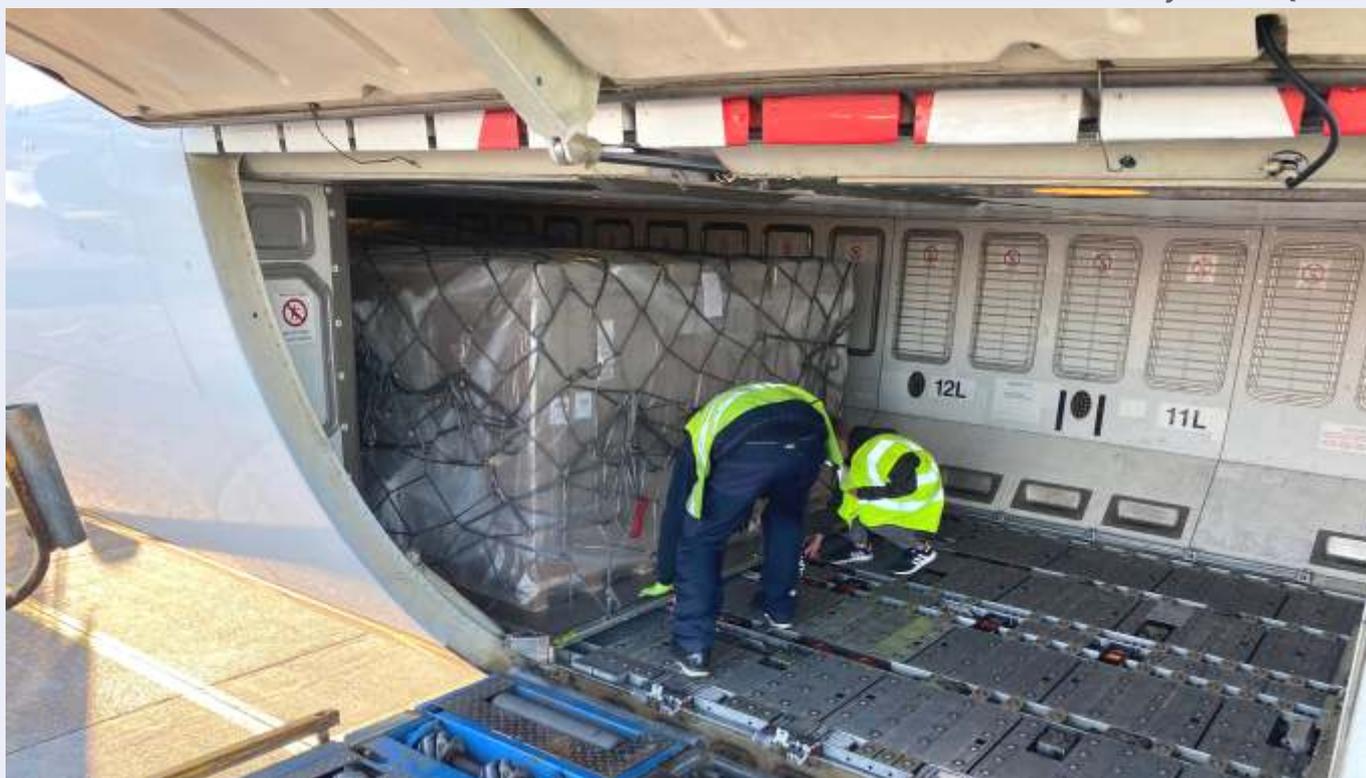
The two companies, leaders in their respective fields of activity, have reached an agreement aimed at creating one of the most modern and state-of-the-art logistics warehouses of its type in Europe with significant investments planned for 2021.



ECS Group

Advancing with active role towards recovery & the future

By Gemma Q. Casas



The Coronavirus pandemic has so far infected nearly 7.5 million and killed over 420,000 across a broad spectrum of people worldwide. Beyond creating a global health crisis, it plunged the world's economy to unimaginable lengths with recovery still uncertain until a Covid-19 vaccine is produced.

The months and weeks of lockdowns in major cities worldwide to prevent the spread of the virus pushed business activities to fully stop resulting to financial upheaval, massive unemployment and a deep global recession.

World Bank forecasts the global economy to shrink by 5.2% this year, the deepest recession since the Second World War, with the largest fraction of economies experiencing declines in per capita output since 1870. The global aviation industry appears to be the worst hit with billions in losses.

The blow is hitting hardest in countries where the pandemic has been the most severe and where there is heavy reliance on global trade, tourism, commodity exports, and external financing, World Bank noted, adding that while the magnitude of disruption varies from region to region, all countries have vulnerabilities magnified

by external shocks.

Amid this, one industry, air cargo, seemingly underrated despite accounting for one-third of the world's global trade, took the center stage during the pandemic, reinventing itself to quickly supply the world with vital medical supplies, food and other necessities.

Adrien Thominet, CEO of ECS Group, the largest integrated GSSA worldwide with over 95 subsidiaries and 153 offices spanning across over 50 countries, in an exclusive interview with **Air Cargo Update**, shares his insights on the pandemic, the air cargo industry's expanding role and the Group's increasing involvement in sustaining people, communities and livelihood as the world fights off its biggest crisis.

The Coronavirus pandemic has disrupted the global economy in unimaginable ways apart from endangering the lives of billions, infecting over 7million and killing more than 420,000 worldwide. How bad was its impact on ECS Group and your clients' operations and how are things now that countries are slowly easing up lockdowns and restrictions?

““

Air freight has revealed itself to be absolutely vital in many countries where medical equipment was not produced locally, and the speed of this method of transport made all the difference.

“The industry, once little-known, has taken centre stage. The pandemic has highlighted our ability to reorganize ourselves extremely quickly when faced with a crisis. Our field expertise and the agility and determination of our teams have been remarkable.”

– Adrien Thominet, ECS Group CEO



We are currently living in a time of unprecedented crisis with terrible impacts on our personal and professional lives. This period has been a time for introspection, for questioning, and for rethinking the way we do business. In short, our relationship with the future has changed.

From the beginning of the crisis, we at ECS Group very quickly put in place processes to ensure the health and safety of our employees all over the world, which was our top priority. Alongside this, we focused on business and on the best way to support our customers, who were also impacted. In particular, we concentrated our efforts on yield management and clearly, our home-made tools have been a real asset in this.

By working together hand in hand, focusing on the field, we have been able to limit the terrible consequences of the crisis as far as possible. We are suffering together, but it is also together that we are finding solutions. The responsiveness of our teams all over the world in this regard has been truly exceptional, as has been their commitment.

The future is of course uncertain, and it will depend to a significant extent on the sector's recovery, which itself is intrinsically linked to the recovery of the world economy. But we believe in ourselves, and we prefer to move forward, suggesting new solutions to our customers in order to avoid simply passively responding to a situation that we cannot control, playing instead an active role in the recovery. That is why we are launching new services aimed at our customers based on our experience, which will help them to get back on their feet and to build a sustainable future for their cargo activities.

What is your hope for the air cargo industry and the aviation sector in general in light of what's happening?

I always prefer to take action rather than simply hope. Of course, our aim must be for a quick recovery and government support, coordinated at a global level. But we cannot just wait passively, simply 'enduring' events.

We have used recent weeks to make progress, to learn from this crisis, and to reflect on how to emerge from it, which is just as crucial as the time of crisis itself. Economically, this pandemic has been a disaster for many air cargo stakeholders, but it has also helped us to understand our weaknesses – and so we have worked on addressing them.

The new services that we are launching are in response to these issues. Professionalizing each aspect of cargo-related activities by outsourcing them to dedicated experts as part of focused organizations is at the core of these new services.

Do you think the pandemic has changed people's perception about the importance of the air cargo industry not just as an economic enabler but also as life-sustaining with millions of medical supplies that it transports regularly? Please elaborate.

Yes, that's something we've seen. Air freight has revealed itself to be absolutely vital in many countries where medical equipment was not produced locally and the speed of this method of transport made all the difference.

The industry, once little-known, has taken centre stage. The pandemic has highlighted our ability to reorganize ourselves extremely quickly when faced with a crisis. Our field expertise and the agility and determination of our teams have been remarkable.

For example, to fight the pandemic, the GAC team in China, working with the GAC Germany team and our Cargo Ops Expertise team, launched the first charter flight from Shanghai early on in the crisis. Since then, over 350 charter flights have been operated all over the world.

We pay tribute to the determination of all of our teams in the field and their ability to organize new routes and new connections to respond to the urgent situation and meet people's needs. In this light, while we can't describe every operation that has been conducted, all of them reflect the desire to never give up.



All of our teams have been mobilized, and all over the world they have been extremely responsive. The most connected routes in particular have been within Asia, from China to Europe, and also from Europe to Central America. In particular we have transported medical equipment of all kinds, of course, but we have also ensured logistics continuity (transporting lots of perishable goods and postal products and of course purely industrial operations).

This leads me to another point: while we as air cargo stakeholders were already aware of it, it seems to me that governments and the general public have become aware of the impact of cargo on the world economy.

Around the world, ECS Group teams have worked extremely hard. We've worked in very close partnership with 16 airlines. Together, we have been able to adapt ourselves and convert passenger aircraft into ghost flights. In two months, we have worked on over 350 flights to help fight the pandemic and ensure the survival of people and their local economies.

Different countries and pharmaceutical firms are on a race to find the vaccine for COVID-19. Once a vaccine for the virus has been developed, billions of vials ought to be transported worldwide, how prepared is the global air cargo industry in your opinion to undertake this task?

We all hope that a vaccine will be found as quickly as possible. In my view our entire industry has demonstrated its ability to react, faced with the need for urgent transport. Once again, air cargo will be the only industry capable of meeting people's needs in terms of vaccines, while ensuring safety and compliance with relevant health regulations (temperature control, etc.).

To take the example of ECS Group, we have proven our charter expertise during this pandemic. It is one of the ways in which we have been able to meet very high demand from our customers during this period, whether they be freight forwarders or airlines.

The pandemic has prompted many companies to focus more on tech-driven systems to keep their operations. Please share with us the latest tech innovations that ECS has introduced or thinking of having in the future.

Yes, this crisis – especially with the lockdown that it required – has revealed a number of issues in our industry and in particular the need for new technology.

Firstly, it has become clear that perfect management of all aspects of logistics linked to pharmaceutical products is essential in order to be able to play a crucial role in this fight against the pandemic. In addition to the fact that all of these new technologies are powerful tools that facilitate our daily work, they are also essential in managing activity.

And beyond these technical aspects, technological tools have also shown themselves to be a key ally in the daily management of cargo activities. The priority in situations such as these is to simplify operational agents' work by allowing them to respond to demand in record time, optimize holds, and work in an even smarter way.

Having access to sophisticated analysis, planning and pricing tools has allowed us to remain effective. Our customers have been able to count on us at a time when cost savings were absolutely essential at all levels.

And it's from that very standpoint that we have worked closely with our customers during this time to refine our tools to ensure they meet their concrete needs. Even before the crisis, our aim was to implement e-booking platforms. In recent months, we have been able to develop effective decision-making and strategy tools that are perfectly in line with our customers' new expectations. And as such, we are all coming out of this stronger.

Apart from doing GSA, your company is also into full cargo service. Kindly share with us in details the different services that ECS Group is offering to its clients worldwide.

That's right. We don't simply offer our customers the traditional GSA services – we anticipated the changes to our industry and created new services as a result. We have long offered GSSA and TCM services. We work to ensure we always meet the needs of our customers better and more comprehensively by creating new solutions that suit the changes they are undergoing.

Before the crisis, we had already modelled the new services we wanted to offer our customers, which were totally unique coming from a GSA. This truly extraordinary period in the true sense of the term has allowed us to go even further and to incorporate issues linked to the crisis in order to constantly better respond to our customers' needs.

As I said earlier, professionalizing all cargo activities appears more essential than ever before. You need digital experts who are capable of creating custom-made digital tools tailored to your own needs. You need to maximize your airline's cargo revenue via bespoke analyses and a customized pricing policy.

You need to manage quality, safety, security, customs and all other purely operational aspects. In today's world, a traditional GSA can no longer meet these needs. Expertise and flexibility are essential. This is the model that ECS has adopted.

Please share some positive thoughts that people/ companies should consider while facing this pandemic.

The adaptability of our teams in the field and of airlines, the determination to never give up and the spirit of togetherness between stakeholders in logistics chains and within our subsidiaries all over the world all prove that we are absolutely on

the right path.

Progress is in our sights. We have had no other choice than to take an introspective look at ourselves. Now, we are continuing with our quest. We will need every person who is a driving force, especially young people.

The amazing capacity for resilience of the younger generations is an asset for our industry – anticipating, building, inventing and starting over to create essential solutions. I have every confidence in these driving forces and in their beneficial impact within our industry. Let's allow them to create their own norms.

The second edition of the NexGenLeaders challenge is currently being prepared and we too will be NexGenLeaders! Whether it's sustainable development, technological developments, more powerful solutions, or skills, all necessary transformations are initiated by the same passion: progress. And that's where ECS is clearly positioning itself. ECS Group: Made in Progress.

ECS Group Invests on Digital Innovations

In the digital world, everyone can be connected to anyone, anywhere and in real time. And in the transport industry, this is extremely important. Cognizant of this growing trend, ECS Group ventured into three new services harnessing the power of new technologies.

Cedric Millet, ECS Group Strategy and Digital Officer, explained these new services—the Cargo Digital Factory, Cargo Commercial Planning and Cargo Ops Services—are perfectly suited for their partners and clients, all conveniently housed under the single roof “freight firm.”

CARGO DIGITAL FACTORY - Cargo Digital Factory seizes the opportunities offered by digital technology, and tests, invents and builds process analysis and optimization tools as well as tools to develop and implement digital solutions. The experts from this laboratory offer innovative and tailor-made solutions to boost our clients' performance and optimize their revenue. Today, a number of tools are already operational, and others will be launched very soon.

First of all, our in-house teams have developed a state-of-the-art next-generation market intelligence and reporting system called Apollo. Apollo is a real-time system that combines market data and internal information, and is used for sales planning, reporting, performance monitoring and performance improvement purposes.

Secondly, for the airlines that we represent under a TCM (Total Cargo

Management) contract, we have developed a tracking system (called PathFinder) with best-in-class functionalities, including advanced notifications and real-time geolocation of shipments during flight.

Today, PathFinder is one of the best tracking systems within the airfreight industry. For these airlines on TCM contracts, we have also implemented a range of solutions that ensure seamless connectivity with the various industry players, including handling partners and customs authorities.

The Group is on the right track in terms of digital and has made the necessary investments in the right specialists, with one objective: to innovate and perform on behalf of our airline partners.

CARGO COMMERCIAL PLANNING - It is no secret that all airlines are primarily looking for revenue optimization, and this is exactly what we are offering them with the “Cargo Commercial Planning” service, supporting traditional GSSA commercial activities.

We have designed tailor-made commercial planning processes (pricing, revenue management) combined with performance management processes (sales steering, load factor improvement, destination mix optimization), supported by digital tools developed by our Cargo Digital Factory.

We are extremely proud of our state-of-the-art business intelligence and reporting system (called Apollo), which gives us real-time visibility of results and allows constant monitoring of principals' performance.

Apollo also helps us identify performance improvement drivers, a key factor in improving our airline customers' results.

Our Cargo Commercial Planning service also covers activities related to budgeting & forecasting and interlines management. It offers fantastic support in terms of structure and in terms of analysis, monitoring, and therefore decision-making processes.

CARGO OPS SERVICES - A team of experts dedicated to managing airlines' operations and quality, safety and security functions.

This in-house service is one-of-a-kind and is capable of managing all of the following: Audits, quality and safety management systems, laws and regulations, and all aspects linked to network operations: ULD management, customs procedures, management of suppliers and contracts, handling manuals, handling supervision, and more.

Our teams have all the necessary certification, are constantly given regular training, and work with the very latest technology.



India sees logistics industry to bounce back first

The airline industry in India used to clock over 3,000 flights per day, has seen only 490 flights operate since the lockdown came into place. The 490 flights as of May 8 is thanks to the government's initiative called 'Lifeline Udan' which allows air carriers to fly to deliver medical and other essential supplies within the country and overseas too.

The Coronavirus pandemic shook India at its core with a lockdown that ended the movement of more than 1.3 billion people, the largest in the world.

Covid-19 cases are rising amid more tests being done. The lockdown may have averted a tragic pandemic crisis but it has also caused massive exodus of migrant workers from India's major cities, unprecedented job losses and never before seen hunger among the poorest of the poor.

Whatever measures governments may take to contain the virus, there is no doubt whatsoever that it is going to take months and months for the economy to get going. Almost all sectors have collapsed but there's one sector that experts say is likely to bounce back ahead of the other industries—logistics.

The logistics sector in India is tottering and there is going to be a lot of operational re-jigs when life gets back to normalcy and no one can forecast when that is likely to happen. However, the logistics sector will bounce back earlier than most other sectors. Transportation (air, land and sea), storage, warehousing and allied sectors will swing into intensified operations once the lockdown is lifted.

There is an urgent need for the movement of goods, particularly essentials and medical supplies. The movement of people, however, is likely not to be a priority with social distancing now the new normal.

Over 29 million jobs lost

The International Air Transport Association (IATA) said its latest estimates indicate a worsening impact from the COVID-19 crisis in the Asia-Pacific region.

About India, IATA said the pandemic is expected to potentially impact 29,32,900 jobs in the country's aviation and its dependent industries. Passenger traffic has declined 47 per cent, while cargo operations are happening for medical and other essential supplies. However, there seems to be a huge gap.

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carriers to fly to deliver medical and other essential supplies within the country and overseas too.

Lifeline Udan

Lifeline Udan, an initiative of the Government of India, to make available healthcare and other essential supplies to battle Covid-19, has been doing a great job and that is likely to continue with increased intensity. Under Lifeline Udan, airlines such as Air India, Alliance Air, Indian Air Force and private carriers, have been operating flights carrying medical and other goods. As of May 8, as many as 490 flights have been deployed by the carriers (289 of these by Air India and Alliance Air).

Cargo transported on May 8 was 6.32 tons taking the total amount of cargo transported to around 848.42 tons. Aerial distance covered by Lifeline Udan flights till date is over 4,73,609 km.

Helicopter services including Pawan Hans Ltd have been operating in Jammu & Kashmir, Ladakh, Islands and North East region transporting critical medical cargo and patients. Pawan Hans till 8th May 2020 have carried 2.32 tons of cargo covering a distance of 8,001 kms.

Domestic cargo operators SpiceJet, Blue Dart, Indigo and Vistara are operating cargo flights on a commercial basis. SpiceJet operated 916 cargo flights during March 24 to May 8 carrying 6,587 tons of cargo. Out of these, 337 were international cargo flights.

Blue Dart operated 311 cargo flights carrying 5,231 tons of cargo. Out of these, 16 were international cargo flights.

Indigo has operated 121 cargo flights during April 3 to May 8 carrying around 585 tons of cargo and including 46 international flights. This also includes medical supplies carried free of cost for the government. Vistara has operated 23 cargo flights since April 19, carrying around 150 tons of cargo.

Air bridge established

Under the initiative, a cargo air-bridge was established with East Asia for transportation of pharmaceuticals, medical equipment and Covid-19 relief material.



The total quantity of medical cargo brought in by Air India is 1,075 tons. Blue Dart has uplifted medical supplies of around 131 tons from Guangzhou and Shanghai and 24 tons from Hong Kong.

SpiceJet has also uplifted 205 tons of medical supplies from Shanghai and Guangzhou and 21 tons medical supplies from Hong Kong and Singapore.

The Centre for Asia Pacific Aviation (CAPA) said that the combination of Covid-19 related travel restrictions and an economic downturn would result in a virtual washout for Indian aviation in the first quarter of FY21. "With FY2021 set to be an exceptionally challenging year, all segments of the aviation value chain will need to immediately start planning for much smaller scale operations, supported by serious enterprise-wide restructuring," CAPA said in its report.

Despite these efforts, the economic fall-out of an economy hit by the virus has been inconceivable as the sector is both organised and unorganised, leaving millions of people unemployed.

According to India Brand Equity Foundation (IBEF), the sector employs over 40 million people and contributes \$200 billion plus to the national economy.

The government did not have a foolproof plan (no government would have had any plan for the virus has been unprecedented in both magnitude and its deadly spread) to keep the essential supplies going, even while containing the spread of the virus. E-commerce players such as Amazon and Flipkart had to suspend their logistics services for sellers on its platform.

Logistics depends on manufacturing

As people were not allowed to move (till guidelines started evolving on who can and who cannot), the supply chain of about 25,000 to 30,000 supermarkets were adversely affected, according to the Retailers Association of India.

When supplies started moving with hurdles (permits, non-availability of vehicles or drivers, blockades etc), there have been delays in deliveries, shipments lying in the warehouses etc. And we are talking of essential supplies and not even talking about other goods which may be in different stages of transit.

As manufacturing came to a halt, the requirement for transport has come down drastically, creating an unimaginable scenario to deal with. As manufacturing and logistics sectors go hand in glove, their coming back on track, first depends on manufacturing to commence and that is not going to happen in full flow for quite some months.

Going forward, one of the things that nations are learning is how to evolve in such a crisis and one of the answers is by using of technology.

Harpreet Singh, Partner at KPMG states that the Indian logistics sector is largely unorganised and most of the players do not have a backup, recovery plan or intermitted operation plan. India is majorly driven by a traditional approach of trucking, loading and unloading and material handling.

Lack of modernised tool and equipment to disinfecting the goods/supplies before delivery are going to be additional investments that they have to put in place and it is not going to be an easy proposition. But this will happen and become the new norm.

\$234 billion losses during lockdown

A Barclays research estimates India's loss of economic activity could be as high as \$234 billion in the lockdown period, resulting in zero per cent GDP growth this fiscal.

In a media interaction, R.S. Subramanian, Senior Vice President and Managing Director, DHL Express has said "Ensuring nationwide access to essential commodities and medical supplies can only happen with a strong logistics and supply chain backbone. It is imperative that regulators and law enforcement authorities recognize logistics industry as essential services to keep critical supply chains up and running."

In almost all countries where there is a lockdown, in the USA, Europe, New Zealand, Australia, South Africa, Middle East and Far East, express and logistics companies like are given the status of an essential services sector, and are able to manage and sustain the supply chain of manufacturers, healthcare and pharmaceuticals sectors. This is the need of the hour. "Deployment of additional customs personnel, faster clearances at airport courier and cargo terminals to move out the on-hold shipments will help clean up the channel for critical shipments to flow faster."

The Indian government says it's doing its bit, but the situation is such that no amount of effort is enough as this pandemic is not just unprecedented but also a great lesson for all sectors, to be prepared for the worst and this appears to be the worst.

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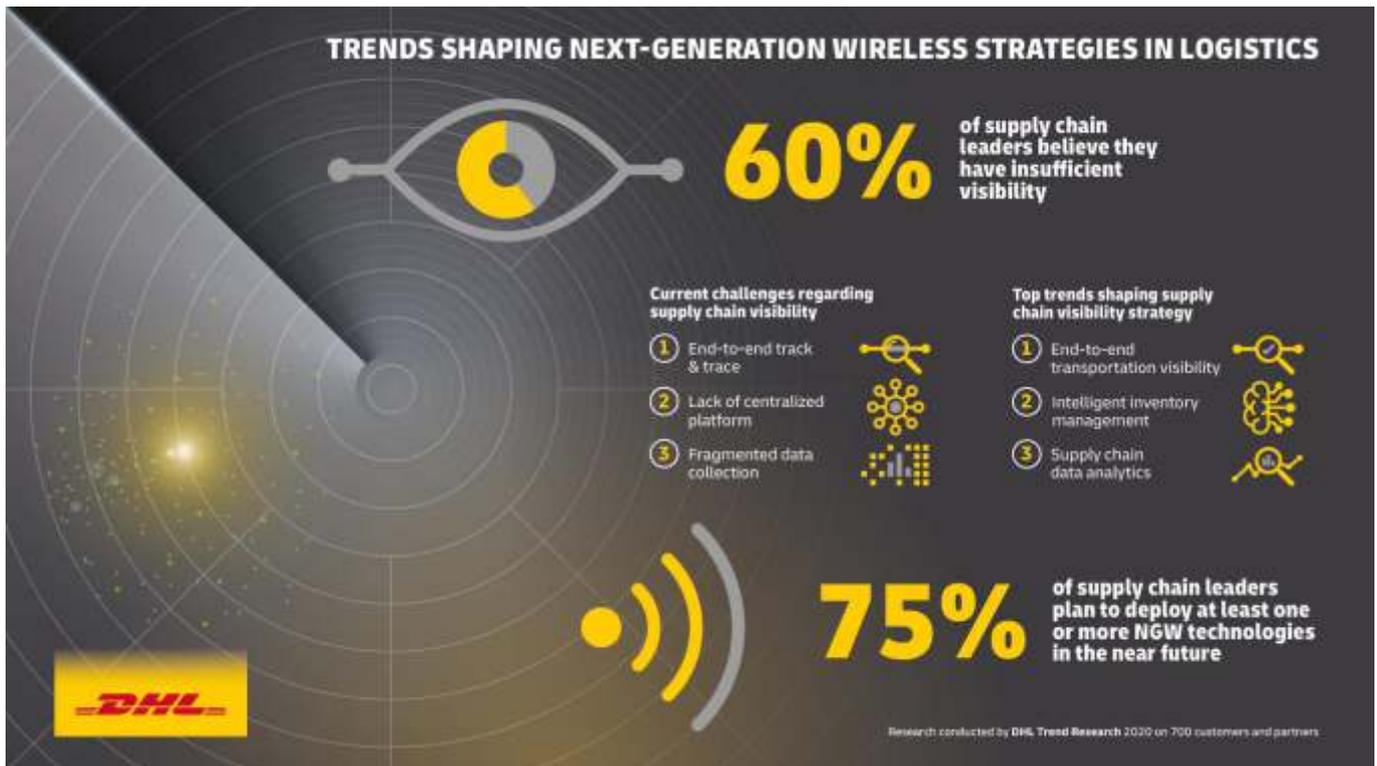
DHL Next-Generation Wireless Trend Report explores the future of IOT in logistics

A world where everyone, everything is connected everywhere is coming



And while IoT is alive and well in logistics, this new generation of wireless technologies will usher in an exciting era of capabilities that expand and build upon today's successes. The ability to monitor, track and interact with those assets through wireless connections will make supply chains more visible, more flexible, more efficient, more predictable and more resilient.” — DHL Trend Report





The evolution of wireless networks and the future of the Internet of Things (IoT) in logistics will profoundly change the way people are connected with different wireless technologies dominating the new trend, DHL pointed out in its recently released new Trend Report titled “Next-Generation Wireless in Logistics.”

Even before the current COVID-19 crisis, wireless communication technology was making headlines. Much of the recent interest has focused on 5G mobile data networks that are being rolled out in many countries. 5G promises a host of benefits for end users, businesses, and telecommunications systems operators alike, including higher speeds, greater capacity, and tailored services for a new generation of smart connected devices.

Beyond 5G, progress across a wide range of different wireless communication technologies is now creating new opportunities for logistics to improve visibility, enhance operational efficiency, and accelerate automation.

Well-known technologies like WiFi and Bluetooth, and lesser-known technologies like Low Power Wide Area Networks (LPWAN) and Low Earth Orbit (LEO) Satellites have been enhanced for industrial use. These next-generation wireless technologies will enable the next step in the communication revolution, moving towards a new world in which everyone and everything can be connected everywhere.

Building a fully connected future for logistics

In a recent survey of 800 supply chain leaders conducted by DHL, 60% of respondents stated that visibility of their supply chain is currently inadequate. The top three key challenges among the respondents are achieving true end-to-end

visibility, lack of a single centralized platform to drive IoT initiatives, as well as fragmented data collection from inherently heterogeneous supply chains.

The top three priorities identified shaping visibility strategies are end-to-end transportation visibility, inventory visibility, and the implementation of supply chain data analytics. 75% of respondents reported they intend to implement at least one next-generation wireless technology in the near future to achieve their visibility goals.

“After having transformed asset-light industries, the digital revolution is now rapidly changing more asset-heavy industries, from automotive and manufacturing companies to healthcare providers,” says Markus Kückelhaus, Vice President Innovation & Trend Research, DHL Customer Solutions & Innovation.

“Our own sector, logistics, will be both a major beneficiary of the IoT-enabled digital revolution and an enabler of it. Although some parts of the logistics industry are already smart and connected, next generation-wireless is set to usher in the next wave of IoT in logistics.”

In a future where everyone and everything is online everywhere, three key things will become possible for the logistics industry:



1. Total Visibility: Every shipment, logistics asset, infrastructure, and facility will be connected thanks to widely available networks and inexpensive high-performance sensors. This will enable highly efficient automation, process improvement, swifter and more transparent incident resolution, and – ultimately – the best service quality for both B2B and B2C customers.

2. Wide-Scale Autonomy: All autonomous vehicles, whether indoor robots or logistics vehicles on public roads, rely on ultra-fast, reliable wireless communication to navigate and traverse their worlds effectively. While these solutions are on the rise today, next-generation wireless will be one key enabler driving their widespread use and moving the world to autonomous supply chains.

3. Perfecting Prediction: With so many things online, the volume, velocity, and variety of data that we collect will triple the big data already being generated today. The continued progress of machine learning systems and artificial intelligence paired with the ultra-low latency of next generation-wireless means that data-driven prediction systems for forecasting, delivery timing and routing may no longer be constrained by latency and performance of wireless networks.

While much of the forecast growth will be achieved using technologies that are already familiar to many of us, truly universal connectivity will require approaches that can offer new capabilities, including higher capacity, greater reach, faster speeds, better energy efficiency, and lower costs.

“Large-scale connectivity is an extraordinary technological and social success story. While IoT is not new in logistics, with 20 billion connected devices already in use globally, this story is still only just beginning. A myriad of technologies are simultaneously advancing at a rapid rate, which are also cost effective and increasingly ubiquitous. They are now becoming more accessible which suddenly opens up vast opportunities for the development of applications and use cases at an unprecedented rate,” explains Matthias Heutger, SVP, Global Head of Innovation & Commercial Development, DHL.

“Our Trend Report illustrates each of these next-gen wireless technologies, and outlines and compares them, their limitations as well as practical application. Furthermore, we highlight how the potential associated with these technologies is fast becoming a fundamental part of the supply chain of tomorrow.”

Next-generation wireless is a broad portfolio of technologies that promises to deliver against those diverse – and often competing – objectives. DHL's Trend Report includes a specialized section on how the latest wireless technology works, highlights some innovative projects underway in the industry, and provides implementation guidelines for supply chain organizations. Source: www.dhl.com

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Training the best new drivers with the new Mercedes-Benz Actros as a driving school vehicle



The importance of driving schools is well and truly in the spotlight in this context says leading global truck manufacturer Daimler Trucks, after all, they are exactly where potential new drivers can be convinced to take their first practical lesson and subsequently get into a career behind the wheel.

There's a shortage of skilled truck drivers across the world and motivating people to seriously consider becoming professional truck drivers must have the right environment and tools.

The importance of driving schools is well and truly in the spotlight in this context says leading global truck manufacturer Daimler Trucks, after all, they are exactly where potential new drivers can be convinced to take their first practical lesson and subsequently get into a career behind the wheel.

And to do that, they don't just need motivated and motivating trainers but also ground-breaking training trucks. That's why the Verkehrsakademie Münsterland (VAM) driver training school in Ibbenbüren has put its faith in the new Mercedes-Benz Actros. Since January, trainees can practice their inter-city, motorway and night-time drives behind the wheel of the top model from Mercedes-Benz Trucks.

Depending on whether the lesson concerns driving licence classes C or CE, the driving school's Actros 2545 is configured either as a rigid vehicle or as a drawbar combination. An additional centre seat allows the driving instructor to sit close to the learner – something of particular importance during the first few lessons. In front of the centre seat, the footwell houses a full set of instructor pedals – just like on the co-driver's side – to ensure the instructor can intervene where necessary.

Plus, budding drivers and participants in advanced training courses can also learn how to use all of the assistance systems which are available for the new Actros: from the new MirrorCam to the extended Predictive Powertrain Control cruise control and transmission management system, as well as the equally new Active Drive Assist which enables partially autonomous driving.

Learners are enthusiastic about getting to grips with the assistance systems

"As soon as the participants have become familiar with these systems, they're generally very excited about them and quickly



see the advantage of using them," says Daniel Autmaring, Junior Manager at Verkehrsakademie Münsterland.

"Especially the younger generation tends to be tech-savvy and willing to try out the assistance systems with enthusiasm. Plus, they also feel very much at home when they get into the newly designed cab of the new Actros with its two digital cockpit displays. That's why the new Actros training vehicle has a lot of potential to attract young hopefuls sustainably into a driving career – a job which now offers talented beginners very good perspectives."

Daniel Wichmann is an especially good example of this. The 25-year-old completed both his CE-class driving licence and his professional driver qualification with VAM.

Today, he works as a driver for the affiliated transport company and also coordinates the maintenance of the driving school's fleet of seven trucks – all of which are from Mercedes-Benz. Wichmann was the first employee to recently participate in a company-internal advanced training course on the new Actros, headed up by one of the company's experienced driver trainers.

As part of this, the young driver was particularly enthusiastic about Active Drive Assist, for example. The system enables partially-automated driving in all speed ranges. One of its capabilities is to bring the truck back into its lane in certain circumstances by means of a corrective steering intervention and can thus offer the driver a greater level of safety.

"Assistance technologies like Active Drive Assist help my colleagues and me to do our job even better. But as to whether this type of system will one day replace us drivers... I can't see that happening. We are and will remain completely responsible for what the vehicle is doing," said Daniel Wichmann.

Only the best-qualified drivers can sustainably deliver top-level service

Around 150 budding drivers train with the school each year and then there are also around ten times more who take part in their advanced training courses. The explicit aim behind these: to create professional drivers for the transport sector and to keep



the standards constantly high. After all, only companies with the best-qualified men and women behind the wheel will be in a position to offer sustainably high-quality service, says Philipp Stegemann, Commercial Director at VAM.

From the Atego to the Actros and even the Arocs, VAM has consistently put its trust in trucks with a three-pointed star for many years now: on one hand because of the sheer presence of these vehicles within transport companies, and on the other because of their sophisticated technology and high level of reliability.

"With the new Actros, we now have another excellent instrument at our disposal. The numerous new or further improved assistance systems facilitate the daily work of drivers. And they are proof that the new Actros is equipped with tomorrow's technology today already," said Stegemann.

According to the 31-year-old, MirrorCam is also a prime example of this. On the new Actros, it has replaced the outside mirrors with small cameras on the left and right of the roof frame. That offers the driver a greater field of vision through the side windows.

From the outset, trainees experience how much help that can be when driving up to junctions and roundabouts, when maneuvering or when driving around tight bends. The camera images are relayed in real time to two monitors on the A-pillars and, just like a regular mirror system, are split up into main mirror and wide-angle views.

Among the tasks of the instructors is explaining to future drivers the distance lines shown in the MirrorCam display and demonstrating how they can help better gauge the distance to vehicles and objects behind the truck.

Verkehrsakademie Münsterland: Growing since 2008

From driving instructors to employed professional drivers like Daniel Wichmann, Verkehrsakademie Münsterland has around 40 employees.

Founded in 2008, the company has since continued to grow. Besides offering driver training for all classes of vehicle, ranging

from light motorcycles to heavy-duty trucks, VAM also offers a range of advanced training courses.

In the commercial vehicle sector alone, the program includes partial qualifications for goods transport, load securing and hazardous goods. But the target groups include more than just the drivers themselves. Even specialist staff and managers – for example fleet managers or driver trainers – from SMEs within the transport sector take part in the training courses.

The teachers and instructors at the training school predominantly train customers from the Münsterland region, but also regularly deliver courses to people in regions which are further afield. The company has access to approved training rooms in all German states.

The new Actros is "International Truck of the Year 2020"

The new Actros doesn't just impress customers during daily operations, but is also well liked by specialist international juries. For example, the new Actros was voted "International Truck of the Year 2020" by Europe's leading commercial vehicle journalists from 24 countries.

The committee of Europe's most prestigious accolade highlighted in particular the advances made in terms of safety and assistance systems as well as in the field of connectivity.

New features in the Actros include Active Drive Assist which enables semi-automated driving in all speed ranges, the improved Active Brake Assist 5 emergency brake assistance system, the fully digital human-machine interface in the form of the new Multimedia Cockpit, and the Predictive Powertrain Control intelligent cruise control and transmission management system. Source—Photos & text: www.daimler.com

Air Arabia reports AED71 million profit in Q1 despite Covid-19 pandemic



SHARJAH: Air Arabia reaped a net profit of AED71 million during January to March 2020 despite the COVID-19 pandemic's impact though the figure is 45% less than its earnings during the same quarter in 2019, the airline said.

More than 2.4 million passengers flew with Air Arabia between January and March 2020 across the carrier's four hubs, 14% lower than its record for the same period in 2019. The airline's average seat load factor – or passengers carried as a percentage of available seats – during the first three months of 2020 maintained its high average and stood at 83 percent.

"Air Arabia witnessed a strong start of the year across the breadth of its operations. However, the impact of COVID-19 pandemic on the global aviation, which materialised in airport closures, travel restrictions and low travel demand, has

affected the overall performance of the quarter. Nonetheless, we are glad that Air Arabia still managed to deliver profitability and solid performance during the first quarter of this year," said Sheikh Abdullah Bin Mohamed Al Thani, Chairman of Air Arabia.

Sheikh Abdullah said the airline has set up all possible measures to protect its passengers

and crew "at a time when airlines around the world continue to battle the biggest challenge faced in the history of aviation."

"Air Arabia enjoys a flexible and robust business model and is driven by a clear business strategy. While this pandemic remains impacting the world economy and providing very little visibility towards the future, we have full confidence in the strength of the aviation industry worldwide and its crucial role in supporting economic recovery post COVID-19," he added.

Last month, the carrier announced that Air Arabia Abu Dhabi has received its Air Operating Certificate, AOC, highlighting its readiness to start operating from Abu Dhabi as market conditions improve and skies are open once again.

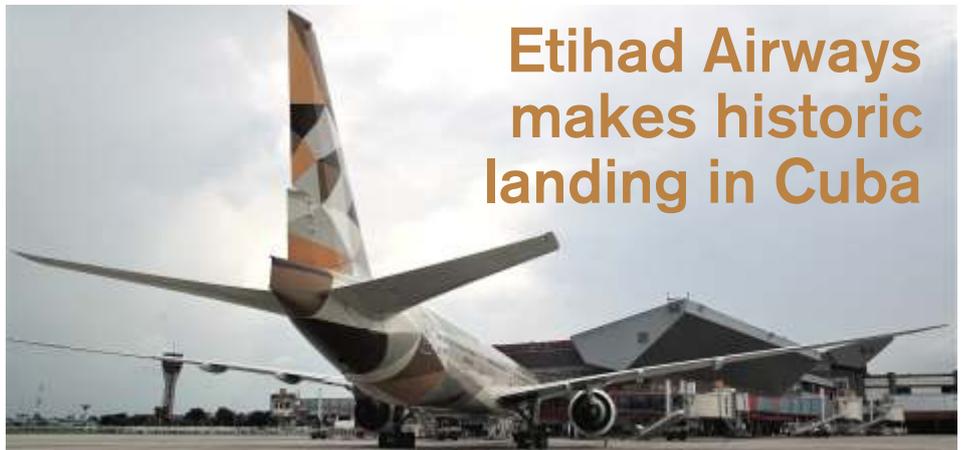
ABU DHABI: The UAE's national carrier, Etihad Airways, made a historic flight to Havana, Cuba, the latest addition to its expanding list of special charter flights to destinations not normally served on its global route network.

The goodwill flight, chartered by the Government of the United Arab Emirates, landed in the capital of the Caribbean island nation, carrying Cuban nationals returning home from the UAE.

Following the suspension of all normal passenger flights to and from the UAE on 24 March, Etihad has operated special humanitarian services to 32 cities around the world, all of which are not currently served by the airline's passenger or cargo network of flights.

These include Bogota, Bucharest, Grozny, Kiev, Larnaca, Podgorica, Tirana, Yerevan, Zagreb, Auckland, Bhubaneswar, Bishkek, Dushanbe, Dhaka, Erbil, Kabul, Lucknow, Makhachkala, Addis Ababa, Antananarivo, Bamako, Banjul, Conakry, Freetown, Harare, Kinshasa, Moroni, N'Djamena, Niamey, and Nouakchott. The airline recently operated a special humanitarian flight carrying essential medical and humanitarian cargo bound for the Palestinian Territories.

Etihad Airways makes historic landing in Cuba



Additionally, Etihad has operated special passenger and freight flights, including charters, to a further 62 online destinations, and continues to expand this number as it prepares to resume a more normalised network of scheduled flights to, from, and via its Abu Dhabi hub.

"All of us at Etihad feel a collective sense of pride, and humility, in the knowledge that we have been able to fully mobilise our resources at a time of great difficulty and suffering, to provide essential aerial lifelines to those in need. We have been able to move with agility and fly to territories never served by us prior to the current global lockdown, so we can aid in the repatriation of people," said Ahmed Al Qubaisi, Etihad Aviation Group Senior Vice President Government, International and Communications.



LATAM Group to resume operations with 20% lower fares

SANTIAGO, CHILE: LATAM Airlines Group and its affiliates are poised to gradually increase its international and domestic operations this month through July with about 20 percent lower fares and other flexible options for passengers in a bid to recover from the devastating impact of the Coronavirus pandemic.

Latin America's leading airline group with one of the largest route networks in the world said it expects to increase its total pre-crisis capacity from 5% to 9% while preparing to reach 18% in July.

"With these measures, the LATAM group is responding to the connectivity needs of the countries where it operates and adapting its offerings to the requirements of customers in this complex scenario," said Michael Rutter, Senior Commercial Vice President



of LATAM Airlines Group.

"The Group is increasing flights, destinations and frequencies, and taking concrete measures that respond to the new economic reality that clients and their families are facing. Those measures include more accessible and flexible flight options, new sanitation measures and customer assistance services for passengers during their trips," he added.

This month, LATAM Airlines Brazil will operate four international routes from São Paulo to Frankfurt, London, Madrid and Miami, while LATAM Airlines Group will operate from Santiago, Chile to Miami and São Paulo, a connection center through which customers can access these three destinations in Europe. By July, the LATAM Group intends to increase international destinations to 13.

Domestically, LATAM Airlines Brazil will operate 74 routes, while LATAM Airlines Chile will reach 12 destinations that include La Serena, Copiapó, Temuco and Easter Island. In Ecuador, its affiliate is working to resume domestic flights this month, with their Colombian and Peruvian counterparts expecting to re-establish their service in July, as permitted by local authorities.

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Emirates resumes flights to 29 cities



Dubai: Emirates says it will offer passenger services to 16 more cities on its Boeing 777-300ER aircraft from June 15 bringing to 29 the destinations it's serving with the world slowly easing up restrictions while still fighting the Coronavirus pandemic.

The airline which has adopted stringent safety measures on its flights, including distributing complimentary hygiene kits containing masks, gloves, hand sanitiser and antibacterial wipes to all customers, said its decision came after the UAE Federal Government lifted restrictions on transit passenger.

With which, flights to the following cities will be available for booking on emirates.com or via travel agents: Bahrain, Manchester, Zurich, Vienna, Amsterdam, Copenhagen, Dublin, New York JFK, Seoul, Kuala Lumpur, Singapore, Jakarta, Taipei, Hong Kong, Perth and Brisbane.

On June 8, the airline also began offering flights from Karachi, Lahore and Islamabad for travellers from Pakistan connecting to other Emirates destinations. Its existing routes include London Heathrow, Frankfurt, Paris, Milan, Madrid, Chicago, Toronto, Sydney, Melbourne and Manila (from 11th June).

On the first day of June, Dubai Crown Prince and Chairman of the Executive Council H.H. Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, chaired a meeting of the Executive Council at Dubai Airport's Terminal 3 where he announced that Dubai is ready for take-off again.

Describing DXB as the 'beating heart of the world' with Emirates Airlines as the artery, Sheikh Hamdan sent out messages of hope and optimism.

"We have learnt from Vice President and Prime Minister of the UAE and Ruler of Dubai, His Highness Sheikh Mohammed bin Rashid Al Maktoum, to defeat the impossible, and to turn the challenge into an opportunity to consolidate our achievements and benefit from our readiness and to rapidly adapt with new reality," he said.

Sheikh Hamdan noted "Dubai has cemented its position as a business and tourism destination that links the world" and that it's ready to enter the post Covid-19 world strongly, saying, "Today, we are ready and we announce to the world that life continues, and impossible is not in our dictionary."

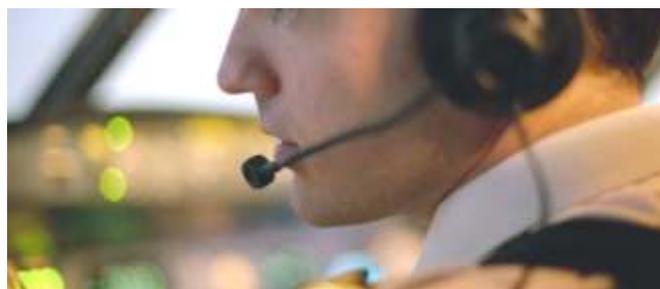
Air France to gradually increase flights while reintegrating pilots

PARIS: Air France expects to gradually increase its capacity with the resumption of flights this summer and has set up a major cockpit reintegration scheme to guarantee the highest level of safety on board its flights.

The French national carrier has 4,000 pilots, 2,300 of whom will be at the controls of the aircraft currently in service. To date, 75 out of the 224 aircraft that make up the Air France fleet are currently operating.

Air France said it has set up a major cockpit pilots who were unable to fly during the Covid-19 crisis, aimed at maintaining the skills of its highly qualified pilots at the highest possible level.

"Among other things, this involves training in one of Air France's 16 simulators for all pilots who have not flown recently, the provision of a training kit, specific training courses and personal support, supervised by one of the 470 instructors, throughout this transitional period," the airline said.



For even greater safety levels, Air France said it is raising its standards by introducing an additional 2.5 to 3.5-hour simulator session, in addition to the four mandatory annual sessions.

"In this exceptional context, where most of our aircraft are still grounded, we have maintained a permanent link with all our pilots. We know that our customers' priority is flight safety, and for us this is absolutely essential. We are ready, and everything is being done to ensure we return to service in the best possible conditions and to guarantee everyone a safe trip. Our pilots are passionate about what they do, at our customers' service," said Jean Fernandez, EVP Flight Operations at Air France.

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Munich Airport prepares for rebound in air traffic

MUNICH: Munich Airport says it's prepared for a rebound in air traffic and increasing passenger figures with extensive measures to protect people against the Coronavirus infection.

"We anticipate that as the coronavirus restrictions are eased, the demand for air travel will rise and supply on the airline side will increase again. At the same time, we strive to offer the highest safety to passengers and employees while also providing travelers with the high standard of service they are accustomed to," explains Jost Lammers, Chief Executive Officer of Flughafen München GmbH.

One of the busiest in Europe, Munich Airport said travelers will be informed of rules of conduct through regular announcements, posters, video screens, and heavier staff presence. The frequency of cleaning will be increased and surfaces will be disinfected in all areas of the airport where passengers linger. Hand sanitizer dispensers will also be provided for passengers.

Passengers and employees are also required to wear face masks at Munich Airport at all times in all airport terminal buildings including the satellite building.

At check-in, the security check, and in other areas where passengers queue up, lines and floor markings are used to ensure minimum distances. Plexiglas panels have also been installed wherever passengers and employees are in direct contact. In order to prevent lines from forming, all passengers are advised to check in online if possible.

Additionally, the airport has introduced a new service for passengers in Terminal 2—six vending machines – four prior to security and two in the gate area – that can be used to purchase face masks, disinfectant wipes, and other sanitary products.

DSV Belgium transports 100 million masks



BRUSSELS: DSV Belgium says it has successfully transported 100 million masks in collaboration with Brussels Airport and its operations and mission will continue during this time of pandemic.

With solid experience in transporting pharmaceutical products for different customers, DSV Belgium says a good collaboration with the Brussels Airport enabled it to serve customers efficiently and effectively, particularly Belgians who needed vital medical supplies.

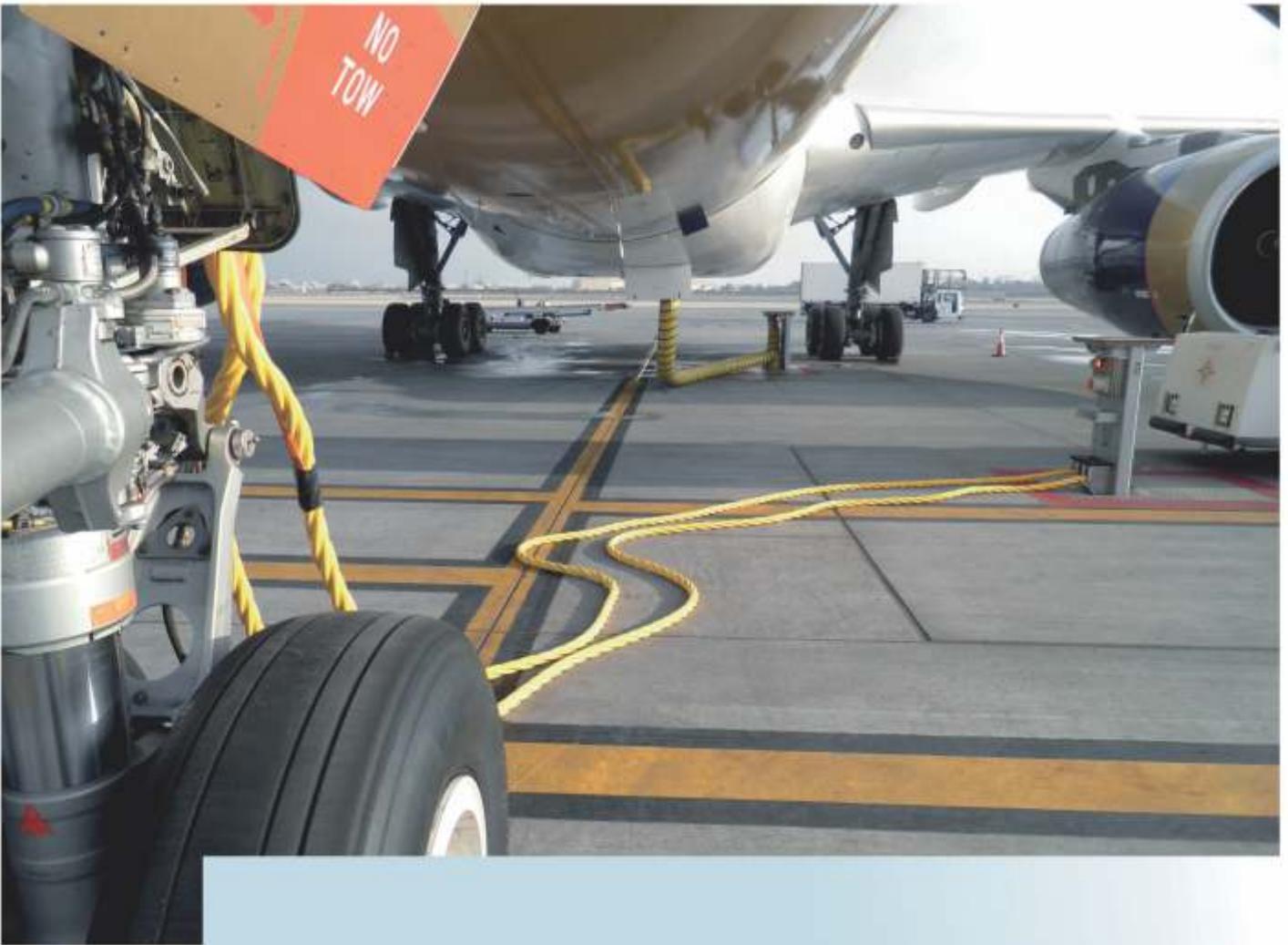
"In May, we handled 100 million mouth masks, an important milestone for our Belgian organization that has put a lot of effort to satisfy our customers and as such tries to contribute to the overall wellbeing of all Belgian citizens," DSV Belgium said in a press statement.

The company said with strong local network at point of origin, its work becomes easier to ensure smooth processing, verification of material and support in obtaining the correct documentation, export licenses and much more.

"You need it, we move it," said Mohamed Siraj, Managing Director BELUX. "Through a combined network of own flights, charters or part charters and our strong relationship with commercial airlines, we designed a reliable solution at fair market prices to support our customers and governmental authorities. In collaboration with the handling agents at different airports such as Brussels, Liege and Luxembourg, we process material as efficient and fast as possible and offer supplementary services to our customers."

Christophe Euler's, Sales Director of DSV BELUX, said going the extra mile to offer a real end to end solution is absolute key to their operations in addition to having the right people at the right place.

"When the COVID-19 crisis started, we noticed that a lot of our customers had issues to get orders confirmed and released by the Chinese authorities in order to connect on the booked flights, which often resulted in extra costs as deadlines were not kept. By offering our support on the coordination, we managed to align supply chains to actual flight schedules and have the most efficient result," said Eulaerts.



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Mandatory week-long quarantine for all passengers arriving in Delhi

NEW DELHI: All passengers arriving in New Delhi via train, bus or plane are now required to undergo a mandatory home quarantine for a week, Indian aviation officials announced.

The move is part of India's preventive measures against the spread of COVID-19 following a surge of cases in the national capital upon relaxing the lockdown.

Domestic flights at the Indira Gandhi International Airport (IGIA) resumed on May 25 after two months of lockdown due to the pandemic.

The airport had since adopted several measures, including installation of automatic hand sanitizer at various places, putting floor markers, allocation of entry gates and check-in islands for departure passengers to encourage compliance of social distancing norms and minimize human contact at the airport. The whole process has been designed to ensure highest level of safety without compromising on passenger comfort.

"Delhi Airport is all set to open for commercial flight operations after two-month shut-down. We would like to assure passengers



that at Delhi airport, they would be in a safe and healthy environment. We have implemented several unique initiatives at the airport to ensure passengers safety without compromising their comfort and experience," said Videh Kumar Jaipuria, CEO of Delhi International Airport Limited (DIAL), the operator of IGIA.

"Our teams have worked round-the-clock to sanitize the vast terminal to provide a hygienic condition. DIAL will continue its awareness drive by educating and encouraging passengers to maintain social distancing while at the airport," he added.

LAX welcomes return of nonstop Munich flights



LOS ANGELES: Los Angeles International Airport (LAX) welcomed this month Lufthansa Airlines' nonstop service between Los Angeles and Munich, re-establishing a transatlantic flight that links the West Coast and Europe.

"We are pleased to welcome back Lufthansa and its nonstop service to the Bavarian capital of Munich, which creates a critical bridge between our two global cities as the world slowly recovers from the impacts of the COVID-19 pandemic," said Justin Erbacci, Interim Chief Executive Officer, Los Angeles World Airports (LAWA).

"This reestablished service comes with a substantial focus on the health and safety of travelers at LAX, onboard the aircraft and at Munich Airport," Erbacci added.

Lufthansa ceased operating the LAX-Munich flight on March 13 due to the decline in global demand for air travel. The resumed service will now operate three times per week and will for the

first time use an Airbus A350-900 for the long-haul service.

LAX, MUC and Lufthansa have all implemented numerous measures to ensure that travel on the ground and in the air meet an increased level of hygiene and safety standards, including requiring all passengers and employees to wear a facial covering as soon as they enter the terminal buildings at both LAX and MUC.

LAX is deep-cleaning high-touch surfaces every hour using bacteria- and virus-killing products and utilizes UV sterilization within its terminal air filters.

Lufthansa Airlines now require passengers to have face masks while on board and they are divided into zones as part of social distancing measure.

Flights from LAX to MUC will be scheduled for Mondays, Thursdays and Saturdays; and flights from MUC to LAX will be on Wednesdays, Fridays and Sundays.

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ACI and IATA call on science-based safety measures to be applied across all airports and airlines

MONTREAL/GENEVA: Airports Council International (ACI) World and the International Air Transport Association (IATA) have jointly called on governments to ensure any new measures introduced for airports and airlines in the wake of COVID-19 pandemic are supported by scientific evidence and are consistent across the world.

In a joint paper titled laying out a pathway for restarting the aviation industry—Safely Restarting Aviation - ACI and IATA Joint Approach, the global trade bodies proposed a layered approach of measures across the entire passenger journey to minimize the risk of transmission of COVID-19 at airports and onboard aircraft, and to prevent aviation becoming a meaningful source of international re-infection.

They said such measures should be globally consistent and subject to continued review, improvement, and removal when no longer required, to ensure an even recovery.

The aviation sector has been brought to a standstill and a balanced and effective restart and recovery depends on collaboration among the key participants in the global aviation ecosystem.

ACI World Director General Angela Gittens said, "There is currently no single measure that could mitigate all the risks of restarting air travel but we believe a globally-consistent, outcome-based approach represents the most effective way of balancing risk mitigation with the need to unlock economies and to enable travel."

IATA's Director General and CEO Alexandre de Juniac noted that

while safety is their top priority, "Restoring air connectivity is vital to restarting the global economy and reconnecting people. Our layered approach of measures recommended by airports and airlines safeguard public health while offering a practical approach for a gradual restart of operations."

"It is important to remember that the risk of transmission on board is very low. And we are determined that aviation will not be a significant source of re-infection. We are working continuously with governments to ensure that any measures put in place are done so consistently and with scientific backing. That is key to restoring public confidence so the benefits of safely restarting aviation can be realized," said De Juniac.

ACI and IATA are both central members the COVID-19 Aviation Recovery Task Force (CART) being led by the Council of the International Civil Aviation Organization (ICAO). CART enables the collaboration - among governments and between governments and industry -that is vital to ensure the harmonization and consistency of measures that are essential to restoring air connectivity and passenger confidence in air travel.



Alexandre de Juniac



Angela Gittens

Air BP provides free jet fuel to UK air ambulance services and other Covid-19 initiatives



LONDON: Air BP, one of the world's leading suppliers of jet fuel products, is providing free jet fuel to a number of UK air

ambulance services operating helicopters to save lives amid the ongoing fight against the Coronavirus pandemic.

Air BP said Air Ambulance and Great Western Air Ambulance receive fuel directly from Air BP, whilst Wales Air Ambulance and Midlands Air Ambulance Charity are supplied by Air BP customer Babcock International.

The oil supplier company has also launched other initiatives across countries where it operates to help people in this time of pandemic.

In Australia, Air BP donated 35,000 N95 masks to the Royal Flying Doctor Service (RFDS) for their frontline staff. It also lends a hand to keep a Qantas Sydney to London 'Kangaroo' route going after Singapore banned stopovers in late-March, by providing an

average of 266,000 liters of fuel per flight at Darwin airport, enabling aircraft to continue on the historic non-stop 16-hour flight.

In France where Air BP has 50 offices, the company supports charity group Aviation Sans Frontières initiative in providing humanitarian assistance by donating 60,000 liters of jet fuel for flights transporting medical staff and equipment between French hospitals.

"We are pleased to be able to play our part in supporting our communities during these difficult times. Our commitment to safe, reliable fueling operations remains unwavering and we're grateful for the hard work of our front-line Air BP operators who continue to enable us to meet the needs of our customers," said Jon Platt, Air BP CEO.

In the US, now the epicenter of the pandemic, Air BP is donating 3 million gallons of jet fuel to customers FedEx and Alaska Airlines to support the timely delivery of medical supplies and other essential goods, such as food and mail.

In China, Air BP is also lending support to maintain aviation fuel supplies for chartered flights carrying medical and relief equipment to Wuhan and other Chinese cities.



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Reithofer re-elected as BMW Board Chairman



Dr. Norbert Reithofer

MUNICH: The current Chairman of the Supervisory Board of BMW AG, Dr. Norbert Reithofer, has been re-elected to the Supervisory Board for another term of five years.

At the Supervisory Board's meeting held after the shareholders' meeting, he was also re-elected as its

chairman.

Reithofer has been associated with BMW AG for more than three decades. He joined the company in 1987 and was Chairman of the Board of Management between 2006 and 2015. He has been Chairman of the Supervisory Board since 2015.

The Annual General Meeting also saw the election of Anke Schäferkordt to the Supervisory Board for the mandated period of five years. The media manager takes over the seat of Prof. Renate Köcher, who stepped down early at the end of this year's Annual General Meeting in agreement with the Supervisory Board.

Scott Kirby takes on new role as United Airlines CEO



Oscar Munoz



Scott Kirby

CHICAGO: Scott Kirby, United Airlines' President, took on his new role as the airline's CEO on May 20, 2020, a continuation of the company's leadership succession plan announced in early December with current CEO Oscar Munoz transitioning to Executive Chairman of the Board of Directors of United Airlines Holdings, Inc.

Brett J. Hart, Executive Vice President and Chief Administrative Officer, replaced Kirby as president of the airline.

Kirby, who was recruited by Munoz, is facing the company's biggest-ever crisis with the Coronavirus pandemic crushing the aviation industry.

Known for maximizing revenue for growth, Kirby, a veteran in the aviation industry that has navigated bankruptcies, mergers and acquisitions, is seen to reduce the airline's daily cash burn reportedly averaging at \$50 million and keep it afloat at this very difficult time.

Imperial appoints Robert Berganus as new COO for contract logistics

LONDON/ DUBLIN/ TOKYO: IBA Group welcomed in March Ian Beaumont as its new Chief Executive Officer while Phil Seymour, IBA's former CEO, will continue to serve as Company President.

Seymour, who successfully led the company for the past five years as CEO, will now focus on his new role as Company President of IBA and will continue to be an integral member of the Board of Directors tasked for business development, expert aviation advice, and strategic guidance.

IBA Group says it continues to make significant investments in scaling the business to accommodate the growth in demand for its services. Beaumont's appointment, with a proven track record of leading fast-growing, data-driven, professional services businesses, will strengthen the already-impressive and experienced senior leadership team.

Beaumont comes with outstanding credentials as the former founder and CEO of Matrix Solutions, and as such, has substantial expertise across asset management, professional services and data platforms with a proven track-record of building fast-growing, international business intelligence companies.

"IBA is an exceptional business with a long track record of providing expert advice and services to the aviation industry. I am inspired to be joining the Company during this period of sustained growth and look forward to working with Phil and the team," said Beaumont.

Phil Seymour commented, "The IBA team and I look forward to working with Ian as the business evolves in the coming years. We are very proud of our achievements and excited that our future strategy continues to adapt to meet the changing needs of our industry sector. Ian's background and proven experience fit us perfectly."



Robert Berganus

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5th

IMS 2020

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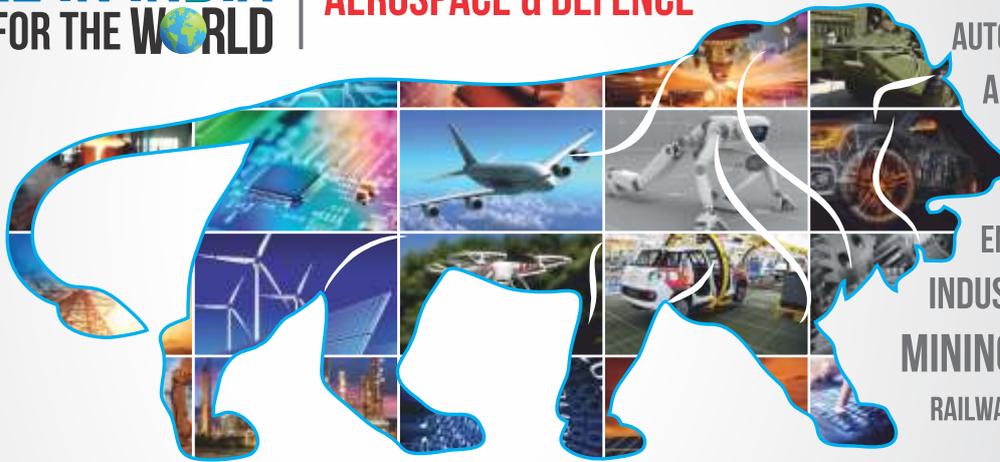


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Technology



Abu Dhabi invests \$100m for NextGen agriculture in the desert



ABU DHABI: With investment totaling AED367 million (USD100 million), four agri-technology (AgTech) pioneers will build new facilities in Abu Dhabi dedicated to developing next generation agriculture in arid and desert agriculture.

The Abu Dhabi Investment Office (ADIO) is providing the funding to AeroFarms, Madar Farms, RNZ and Responsive Drip Irrigation (RDI), to establish new R&D and production facilities in the emirate, turning sand into farmland, solving complex

global agriculture challenges and expanding the profile of local food producers, the Emirates news agency WAM reported.

Under this partnership, each firm is tasked to solving regional and global food security challenges.

"Four global AgTech innovators are joining our mission to turn sand into farmland. In line with Abu Dhabi's long-term vision to grow the sector, ADIO partners with companies that have innovation at the core to help ensure long-term success. Each of these companies will add to our already established agriculture ecosystem, and benefit from our plentiful land, natural heat, competitive energy prices and access to research universities and skilled talent," said Dr. Tariq Bin Hendi, Director-General of ADIO.

AeroFarms will focus on next-generation genetic phenotyping and organoleptic research while also tackling the challenges of desert agriculture from its new 8,200-sqm R&D center in Abu Dhabi. The center will be the largest indoor vertical farm of its kind in the world and will employ a projected 60 plus highly skilled engineers, horticulturists and scientists.

Madar Farms, a home-grown UAE AgTech innovator, will build the world's first commercial-scale indoor tomato farm using only LED lights in Khalifa Industrial Zone Abu Dhabi, KIZAD. The company is also set to scale up the commercialization of microgreen growing to help provide a consistent and predictable local food supply that responsibly uses the region's natural resources.

RDI is developing an innovative irrigation system to transform water usage in UAE agriculture and conducting research trials to increase crop yields in sandy soils and non-arable land. While locally-based company RNZ will set up a state-of-the-art R&D centre to research, formulate and commercialize 'agri-input' solutions that will help to grow more with less.

Driverless car roams Al Zahia community in UAE to dispense free medical supplies



SHARJAH: A 2.4-meter driverless car loaded with free medical supplies with a catchy song and slogan is roaming around the Al Zahia community in the emirate of Sharjah in the United Arab Emirates on a mission to empower residents in the fight against the Coronavirus pandemic.

The project, a joint collaboration between the Sharjah Holding PJSC, Majid Al Futtaim Properties, Sharjah Asset Management and the Ministry of Health and Prevention, offers free sanitising products including face masks, gloves, and hand sanitisers to help preserve the health and safety of residents across the Al Zahia community.

To access the health products, residents can simply wave their hands as if hailing a taxi and the AI-powered car will stop and dispense the medical supplies for free.

Powered by technology companies Huawei and Neolix, the car incorporates an advanced Artificial Intelligence (AI) 'brain' to travel the neighbourhood safely. In addition to being familiar with the

Al Zahia community through HD mapping, the vehicle also intelligently analyses its surroundings using a combination of cameras and sensors to detect people, animals, and other cars within range. A digital screen also features on the vehicle's front to share messages with the community.

"We're honored to have been chosen by the Ministry of Health and Prevention as the first residential community to roll out this initiative. From the very beginning, we've served our residents by being human-centric in everything we do, and the arrival of this autonomous, contact-less vehicle to the streets of Al Zahia is the perfect example of our thinking in action," said Shadi Al Azzeh of Majid Al Futtaim – Al Zahia Projects Head.



Upcoming Events



Airport Show Dubai Airport Security I ATC Forum

The 20th edition of Airport Show features two co-located events and introduces a new theme, "Passenger Experience"—which will focus on highlighting technologies that are setting new standards in making airport processes more passenger driven and efficient.

As the world's largest annual airport exhibition event, Airport Show 2020 is a place to meet and network with key industry leaders and high-level policymakers in setting to shape the future of the global airport and aviation industry.

26-28 October 2020 | DWTC, Dubai, UAE

Cargo Connect

The Cargo Connect conference and exhibition provides a platform for the international logistics & supply chain industry to meet in the Middle East, a strategic hub for global trade.

Join the leading airports, airlines, freight forwarders, cargo operators and technology providers to network, learn and explore future innovations.

November 2020 | Dubai, UAE

Air Cargo Forum 2020

TIACA's biennial event that brings together thousands of airfreight decision-makers & supply chain operators from across the globe, Air Cargo Forum 2020, will take place November 10-12, 2020 in Miami, Florida, USA & will be hosted by Miami Airport. The event will be held at the newly renovated Miami Beach Convention Center located in the heart of South Beach.

**10-12 Nov 2020 | Miami Beach Convention Center
Miami, Florida**

FREE E-LEARNING COURSE

"COVID-19: Defeating the Crisis and
Evolving as a Leader"

National Aviation Services (NAS), a leading aviation services provider, is sponsoring a free e-learning course titled "COVID-19: Defeating the Crisis and Evolving as a Leader" on the online training platform www.academy.aero. The course, specially designed for aviation professionals, is the first ground handling industry course to be made public by NAS.

World Cargo Symposium

WCS is the largest and most prestigious annual event of its kind and the only one to bring together key stakeholders from the entire air cargo supply chain. Join over 1,000 air cargo leaders and more than 40 exhibitors, for this action-packed event which features plenary sessions, specialized tracks, workshops and executive summits, tackling aspects related to technology & innovation, security & customs, cargo operations and sustainability.

9-11 Mar 2021 | Turkey, Istanbul

Air Cargo Europe

forums and presentations of innovative ideas, products and services ideal for today's fast-paced digital world.

Now on its 9th year, Air Cargo Europe is integrated with the four-day transport logistic Munich event.

4-7 May 2021 | Messe Munchen | Munich, Germany

transport logistic Munich

This four-day event gives visitors a complete look at the entire process chain of the transport and logistics sector. Expect more and more exhibitors from Germany and all around the world present their innovative products and services and an extensive program of related events and conferences.

An ideal platform for knowledge transfer and networking in the global logistics industry, the 2019 event drew 2,374 exhibitors from 63 countries and about 64,000 visitors from 125 countries.

4-7 May 2021 | Messe Munchen | Munich, Germany

Expo 2020 Dubai

The first World Expo to be held in the Middle East, Africa & South Asia (MEASA) region, and largest ever event to take place in the Arab world, Expo 2020 Dubai will welcome 192 countries, businesses, multilateral organizations & educational establishments along with millions of tourists from all over the world.

With the theme "Connecting Minds, Creating the Future"—the expo will also have three subthemes: opportunity, mobility and sustainability, each with its own pavilion.

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