

air cargo update



Technology:

Air cargo industry's bridge to the future

The Lounge



Roman Gilmanov
Partner & CCO
Global Service Solutions



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widens direct cargo
operations to 95
destinations*



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Bus diversifies
to mobile
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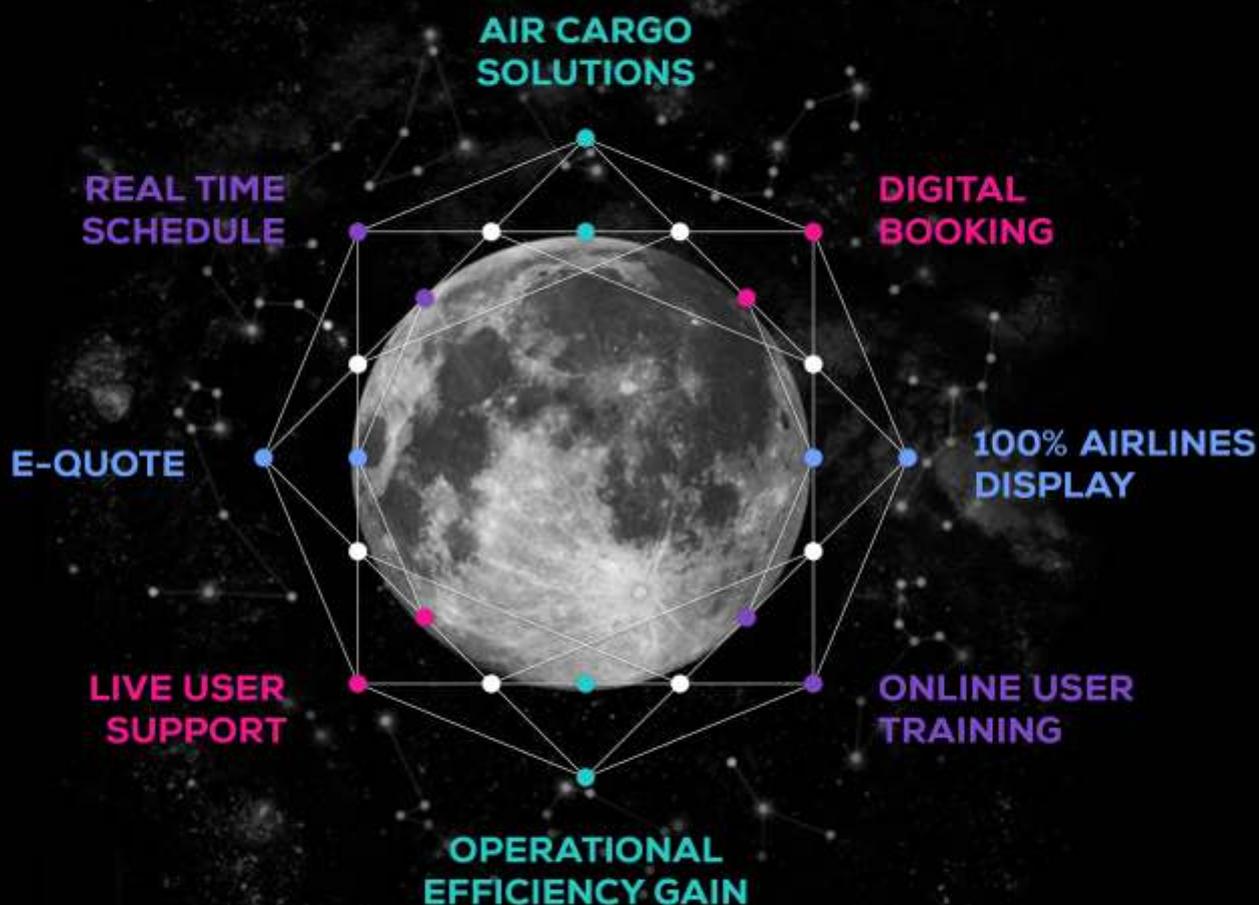
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Robust employment prospects in air cargo industry

With working hours falling to 14 percent or the equivalent of 277 billion hours in the second quarter of 2020 due to the Coronavirus pandemic, about 400 million full-time jobs were lost worldwide, according to the International Labor Organization.

Realistically, that base figure of unemployment is significantly lower because those employed in the informal sector or underground economies were not factored in.

Even with the most optimistic scenarios, those who were laid off due to the pandemic would have difficulty getting their jobs back, with the global economic recovery projected to take several years, experts warned.

The air cargo industry, fortunately, though also adversely impacted by the situation, is agile enough to make room for more employment. Its supply chain, logistics in particular, is also strong enough to create more employment opportunities on a global scale.

Traditionally underrated compared to the once lucrative aviation industry, the air cargo industry is now getting more noticed. This is certainly a good time for jobseekers about the great career possibilities and opportunities in the industry.

Switches have been made and the industry is getting more noticed in its increasing role in the new normal. Its shift to tech-driven systems, adoption of AI and IoT, makes work a lot easier than decades ago and entices more to enter the industry.

Indeed, the employment outlook on a global scale may be subdued but the case is different in air cargo and logistics.

In this edition, we will share how a leading logistics company in Canada created employment for some 2,500 individuals in these difficult times, similar to other firms in the industry.

We'll also bring you the latest developments on efforts to keep and safely transport COVID-19 vaccines should it become available. Stories of innovations and adopting to the new normal among airports, airlines, air cargo carriers, logistics and even tech companies trying to bring about necessary changes called for in times like this. These and more in this edition.

Gemma Q. Casas
Editor-in-Chief

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Family, outdoor games & regular exercise keep this businessman going

R

ussians believe, "He who doesn't take risks, never drinks champagne" — which means fortune favors the brave than those who don't take any risk at all.

The country's past and present may be complex but there's no doubt it has great contributions to humanity's progress inventing the Periodic Table of Elements; transformers; unique models of planes; the helicopter; synthetic rubber; Sputnik 1, the world's first satellite; the AK47, the Russian vodka; radio; tape recorder, literary masterpieces, to name a few.

In today's interconnected world, Russians are also making an indelible mark in different parts of the world, in their own ways. Roman Gilmanov, Partner & CCO at Global Service Solutions (GSS), is one of them.

Headquartered in Sharjah, one of the seven emirates in the United Arab Emirates, GSS continues to be a force to be reckoned with in the global air cargo industry under Gilmanov's helm, deploying much needed humanitarian goods to far flung areas in Afghanistan, Yemen, Iraq, Somalia, and elsewhere, reeling from the impact of a lingering pandemic.

Supporting airlines with its own fleet of aircraft and adding load to existing routes, GSS has become an important partner of many carriers since its inception a decade ago. The company also offers unique aviation solutions for heavy or outsized cargo, dangerous goods, military cargo, perishables, live animals, etc. It also offers group charters.

"The pandemic has brought unique challenges and opportunities for the air cargo industry proving our resiliency and agility," said Gilmanov. "We are facing a



Roman Gilmanov -Partner & CCO, Global Service Solutions

very important time in our history and our team at GSS are always ready to support our customers' needs."

"Let us also take this opportunity to let our esteemed patrons and beloved well-wishers know that we have also added URC (Xinjiang, China) to our CCAR 129 during this phase. Under the CCAR129 certification, we also operated many humanitarian flights from all parts of China like Shanghai (PVG), Guangzhou (CAN), Nanjing (NKG), Tianjin (TSN) and Xinjiang (URC) to different parts of the world like Azerbaijan (GYD), Georgia (TBS), Delhi (DEL) and Kuwait (KWI)," he added noting that during these challenging times, GSS has also done multiple flights to Africa, delivering 900 tons of multi-category cargo.

An Economics graduate at Moscow International University, the first private university in Russia, Gilmanov believes combining hard work with responsibility yields growth for any company.

Since joining GSS five years ago, Gilmanov has successfully struck monumental deals such as buying one Boeing 747-200F, setting up AOC in Moldova and Romania, safely transporting uranium on behalf of the US government and negotiating for the acquisition of three Boeing 747-400F.

Gilmanov, who also studied English for four years in Switzerland's Aigion College, said he is motivated to keep GSS growing, saying, "I am encouraged by the trust that our clients give us. And the trust of our staff that we will take care of them. Working together as a responsible team, we are capable of realizing our full potential as a company."

This busy father of two girls said while the company keeps him motivated, his family provides him much needed encouragement and support that no money can buy.

"Spending time with family, playing outdoor games and maintaining that exercise routine well, takes care of my mind, body and soul," he sums it up, adding, every vacation he takes is meaningful as long as his family is with him.

Family is indeed that unbreakable shield we all come home to when the going gets tough, empowering us to recharge and face the world again just like another day.



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Air France KLM Martinair Cargo offers first industry 'Cargo Toolbox' for free



SCHIPHOL: Air France KLM Martinair Cargo is introducing for the first time a unique app for the airfreight industry called "Cargo Toolbox" suited for so-called co-loading segregation checks like dangerous goods based on IATA norms.

The app, developed by the KLM Cargo Compliance Knowledge Centre (CKC), will be made available to all others in the air cargo industry, free of charge, according to AFKLM Martinair Cargo, the first airline to use the Cargo Toolbox.

The airline said it aims to pioneer the use of tools needed to address key compliance and safety themes in the airfreight industry. Based on the app-within-an-app approach, KLM Cargo's CKC previously launched the 'Mr. Beam' app, a handy tool for pallet builders worldwide.

The Cargo Toolbox app now also includes the co-loading instructions app, which makes use of machine learning (a form of artificial intelligence) to ensure that the app becomes increasingly adept at recognizing symbols, as it is used more frequently.

The 'Cargo Toolbox' app has been specifically designed for airfreight employees worldwide, whose duties include segregating cargo.

"We believe it is important to get knowledge out onto the work floor as quickly and clearly as possible, without having to consult manuals that are often heavy and complex. The manuals containing relevant information aren't always in easy reach, which is why we came up with the app," said Kester Meijer, Director Operational Integrity, Compliance & Safety at KLM Cargo.

"There are already plans to expand 'Cargo Toolbox'. Kester Meijer explains: "We want to create a lost-and-found app next year. If you encounter a package drifting around, simply scan the barcode sticker and get the information you need," he added.

The app gives cargo staff an on-the-job tool. One can download the 'Cargo Toolbox' from the App Store (Apple) or Google Play (Android). Once it has been downloaded, the app automatically adopts the language settings of the user's phone.

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dnata introduces cool dollies at Singapore Changi Airport

SINGAPORE: dnata recently introduced cool dollies at Singapore Changi Airport to further enhance its pharma handling capabilities with a closed temperature-controlled system for seamless delivery of temperature-sensitive goods between cargo warehouses and aircraft.

dnata, one of the world's leading air services providers, is the first cargo handler to operate cool dollies at Singapore's airport where it operates a state-of-the-art, 1,400m² pharma and perishable handling center capable of processing 75,000 tons of temperature-sensitive goods annually.

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

"We constantly invest in our people, facilities, equipment and processes to provide world-class services to our customers. Our latest investment in cool dollies underlines our commitment to ensuring the highest quality of supply chain management when handling temperature-sensitive cargo. We continue to enhance our operations to deliver the promises our customers make, every day."

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

"Air cargo continues to play an important role in enabling the flow of essential goods such as pharmaceutical supplies, even as passenger traffic has been impacted significantly by COVID-19. CAAS congratulates dnata on the launch of the cool dollies at Changi Airport today and commend them for continuing to invest in enhancing their capabilities during these challenging times. This is a good example of the spirit of innovation and collaboration that drives our aviation community to create more value for Changi's customers," said Ho Yuen Sang, Director, Aviation Industry, Civil Aviation Authority Singapore (CAAS).

Law Chung Ming, Director for Transport and Logistics, Enterprise Singapore (ESG), noted, "Innovation in healthcare supply chain and logistics will be key in affirming Singapore's status as a connectivity hub to handle high value and sensitive cargo flows."

Lim Ching Kiat, Managing Director, Air Hub Development, Changi Airport Group (CAG), said not only will dnata's cool dolly services be crucial to the pharma industry but also to perishables shipped to or transiting via Singapore.

"CAG congratulates dnata for the implementation of cool dolly services in Changi Airport. Pharmaceuticals and perishables shipments are highly sensitive to temperature fluctuation and require stringent temperature control to maintain product effectiveness and freshness," he said. "Changi currently features the largest IATA CEIV Pharma certified air cargo community in Asia Pacific. Together with our community, we are preparing for the effective global air transportation of Covid-19 vaccines."

dnata's cool dollies provide temperature-controlled storage from -18°C up to +25°C, mitigating risk of temperature deviations and contamination. They have a closed structure with alarms on opening and closing, as well as alerts if temperatures fluctuate above acceptable ranges.

MAI wins concession for El Salvador Airport Cargo Terminal

MUNICH: The German airport management and consulting firm, Munich Airport International (MAI), and EMCO, a Honduran construction company, were awarded a concession to develop and operate the El Salvador Airport Cargo Terminal for a period of 40 years.

The El Salvador Government, through the Comisión Ejecutiva Portuaria Autónoma (CEPA), announced the decision on the public-private partnership (PPP) cargo terminal project seen to boost its export and import capacity.

As partner to EMCO, MAI will provide management and advisory services for the cargo terminal during all stages, including asset transition and takeover, operations management, service level and standard procedures setup and implementation, cargo business development, cargo related trainings as well as expertise across various areas of airport development and management to maximize productivity and efficiency levels.

"We are honored to be part of this exciting project with our partner company EMCO. We will work closely with all stakeholders to implement our best practices to develop and enhance the cargo business and its positive impact to the country of El Salvador," said Dr. Ralf Gaffal, Managing Director at MAI.

Under the first phase of the PPP, El Salvador's cargo terminal capacity should be doubled to 52,000 tons per year. The country mainly exports coffee, sugar, textiles and apparel, gold, ethanol, chemicals, electricity, iron and steel to the United States and other nearby nations in Latin America.

ECS Group's digital capabilities support 138 airline clients across the world sail through the pandemic

PARIS: ECS Group, a global leader in GSSA, assures its digital capabilities and readiness to support the needs of its 138 airline clients across the world in these difficult times with its cutting-edge tech support and heavy investments on digital transformation that began two years ago.

With over 1200 employees in 155 offices across 50 countries, ECS Group said it has safely transported 850,000 tons of cargo since the start of 2020. The airlines that it represents have been able to rely on the unwavering support of its global teams, bolstered by its ability to adapt & to anticipate developments.

"We need to stop talking about the future. We're already there. Our employees and our clients have been very suddenly thrust into a crisis that has turned our industry and our everyday practices upside down, but it has also allowed us to roll out all of our digital

solutions. It's clear that we were ready. And today more than ever, we are determined to continue along this path," said Adrien Thominet, CEO of ECS Group.

ECS Group is now able to offer all of its clients the services of its Cargo Revenue Optimization department – a unit dedicated to managing performance and maximizing revenue through commercial planning, pricing, analysis, real-time reporting and decision-making support systems.

ECS said this technological progress is the result of projects developed by the leading GSA's Cargo Digital Factory, a laboratory that has enabled the creation of high added-value tools: Apollo business intelligence and reporting system; Pathfinder tracking system; and more recently Quantum, the in-house ad-hoc pricing support system

A crucial step involved providing ECS Group employees the means to get the most out of all of these tools, helping them to stand out through true service excellence, a core element of the GSA's business.

The Group has also made significant investments in this area to create an e-learning platform. This platform, Discovery, is fully dedicated to training and offers online modules on 15 different topics. Some of these courses are completely modular to ensure they fully meet the day-to-day needs of employees.

It has also put in place a "Change Ambassador" program to coordinate the implementation of this transformation across all countries.

"All of this means that ECS Group is perfectly ready for its next steps. The digital strategy in place within the group perfectly complements our teams' business abilities, and as such, it is a significant asset for our customers," says Cedric Millet, Chief Strategy & Digital Officer at ECS Group.



Adrien Thominet

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Only 28% of cargo industry ready to transport vaccines

TIACA & Pharma.Aero call for an urgent industry collaboration to address a concerning lack of readiness for COVID-19 vaccines logistics

BRUSSELS & MIAMI: Less than 30 percent of the global air cargo industry is well prepared to undertake the historic mission of transporting COVID-19 vaccines once they become available for distribution, causing concern to major trade organizations such as TIACA and Pharma.Aero.

According to the findings of the airfreight readiness survey dubbed Sunrays Project, jointly initiated by TIACA and Pharma.Aero this August, only 28 percent of the industry feel well prepared for it.

The respondents include 181 airlines, freight forwarders, ground handlers, airport operators and solution providers. The survey also revealed the majority of the industry players have begun preparation to handle, store, transport and deliver the future COVID-19 vaccines.



The International Air Cargo Association (TIACA) and Pharma.Aero, thus, called for an urgent industry collaboration to address a concerning lack of readiness for COVID-19 vaccines logistics.

"We as an industry are as strong as our weakest link. To move the needle on industry readiness, we need to ensure everyone is engaged and informed. Only with a strong and transparent dialogue between pharmaceutical and air cargo sectors, governments, non-governmental organizations and healthcare institutions can we overcome these challenges. The sooner, the better," said Emir Pineda, Member of TIACA's Board of Director and co-lead of the Sunrays Project.

Thus far, some companies have started setting up dedicated teams, engaging with partners, mapping and upgrading their capabilities, as well as developing new services. As compared to companies which are already in close engagement with vaccines manufacturers, companies not involved in direct conversations with the manufacturers felt the least prepared for the upcoming logistics challenge of vaccines transportation.

TIACA and Pharma.Aero emphasized the need to focus on industry collaboration between the pharma and air cargo industries by improving visibility and transparency; building adequate capabilities; getting the support from regulators to speed up the process and remove cumbersome procedures, and the help from international organizations and donors to ensure no country is left behind will ensure maximum air cargo preparedness to meet shippers' needs and expectations for speed, security, reliability and transparency and ultimately save lives.

The groups called on strengthening industry collaboration through the following measures:

- Vaccines manufacturers should involve all their air cargo logistics providers as early as possible
- All air cargo stakeholders shall be involved in the conversation, including airports and ground handlers Ramping-up air cargo capabilities
- Each air cargo stakeholder should map its existing capabilities at each location and make this information available
- Dry ice, active containers, trained staff, and cold chain space availability should be secure dearly
- Infrastructure investment decisions should be made as early as possible

To improve visibility, the groups recommended the following:

- The use of tracking and monitoring devices should be encouraged and the approval process for their safe use in flight needs to start as soon as possible
- Rollout of digital solutions and data sharing platforms should be accelerated Removing barriers
- Governments, customs authorities and border agencies should be ready to facilitate and expedite all COVID-19-related goods
- International organizations, NGOs and donors should support cool chain capacity building efforts in least developed countries to ensure no one is left behind in the upcoming global immunization campaign

"We are still at early stages of industry preparation for the transportation of COVID-19 vaccines and there are still a lot of unknowns. Delivering COVID-19 vaccines is a life-saving mission which will need a combination of people, infrastructure, standards, packaging solutions and collaboration. Getting the equation right requires us to work together now," said Nathan De Valck, Chairman of Pharma.Aero's Board of Directors and member of the Sunrays Project.



VTG floats EUR 746 million bonds in US & European markets for new business model

HAMBURG: VTG Aktiengesellschaft announced it has successfully floated EUR 746 million bonds in US and European markets to finance its new business model in transport logistics that is greener and more sustainable.

VTG said proceeds from its Climate Bonds Initiative will enable it to use rail freight wagons and rail freight transports that reduces CO2 emissions compared to other models.

The bonds floated have maturities of 12, 15 and 20 years providing long-term planning security. Its coupon rates of below 2 percent – similar if not better than before the Covid-19 crisis – have further reduced the company's cost of financing. Standard & Poor's has assigned the bonds a BBB rating with a "stable" outlook.

The bond placement is part of a far-reaching process designed to consolidate VTG's debt capital structure – a process

that peaked with the EUR 2.9 billion refinancing deal successfully concluded in May 2020.

"Our successful placement of the bonds comes as yet more proof of how attractive VTG is to investors," said Mark Stevenson, Chief Financial Officer at VTG AG. "The fact that the bonds were oversubscribed by a factor of four shows the value that investors place on the stability and resilience afforded by VTG's business model.

"Especially in volatile situations such as the Covid-19 pandemic, VTG is instrumental in keeping supply lines open and scores highly with customers and capital markets alike for its reliability. The fact that we have again received a robust S&P rating in the current challenging macroeconomic climate testifies to this resilience."

Schiphol vows to modernize Cargonaut as full acquisition commences

AMSTERDAM: Royal Schiphol Group, which recently acquired additional shares in Cargonaut B.V. giving it full ownership, has vowed to modernize and relaunch the company first established in 1986.

Schiphol said the modernization will take place over the next two years, with all current services and processes remaining until the new IT system becomes fully operational for Cargonaut which operates the Cargonaut Community Information Platform at Schiphol.

"With the new system that Cargonaut and Schiphol Group are building we will be ready for the future and able to further innovate and exchange information," said Jonas van Stekelenburg, Interim Chief Executive Officer, Cargonaut.

"We are replacing the current deprecated system, but we are also improving it: the new PCS will make it easier for cargo parties to communicate with one another, as well as with the Government. Moreover, it will enable the sector to handle the expected increase in e-commerce clearances."

Schiphol said the move will strengthen the airport cargo community's relationship with Dutch Customs, which under the Dutch Government's Digital Transport Strategy, is seeking to work more closely with companies such as Schiphol who fulfill a public Mainport function.

"The cargo community will benefit from this transition, it will make the supply chain more predictable and it will strengthen Schiphol's competitive advantage," said Miriam Hoekstra – van der Deen, Head of Airport Operations.

"Proper data sharing ensures smooth cargo handling, from which efficiency in the chain will increase," Sjoerd Blüm, Chief Information Officer and Director IT and Data at Schiphol added; "We will be inviting community members to share their vision regarding their future needs and functionalities for the system and we will keep sharing important milestones as the project progresses."

The Dutch Ministry of Infrastructure and Water Management together with Dutch Customs are adopting new requirements for data exchange as part of the Digital Transport Strategy for freight transport. One focus is the creation of a single Basic Data Infrastructure (BDI) for the digitization of all forms of freight transport in the Netherlands and Cargonaut's system will be an important building block for this.



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Lufthansa Cargo assures flexible winter schedule for cargo haul

FRANKFURT: Lufthansa Cargo assures its winter schedule will be flexible enough to continue serving various destinations worldwide from its hub in Frankfurt am Main (FRA).

In its published winter cargo schedule, Lufthansa Cargo will have an average 35 freighter scheduled connections a week between Europe and Asia. It will also operate 34 times a week between Europe and North America.

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

Between Europe and Asia, the airline is focused on the Chinese metropolis of Shanghai (PVG), the South Korean capital Seoul (ICN), Japan's capital Tokyo (NRT) and the Hong Kong Special Administrative Region (HKG).

Also scheduled are China's capital Beijing (PEK) and the

West Chinese metropolis Chengdu (CTU), as well as several destinations in India, including Mumbai (BOM), Hyderabad (HYD), Chennai (MAA) and Bangalore (BLR). There are also scheduled flights to the Japanese conurbation of Osaka (KIX), the Thai capital Bangkok (BKK), the Vietnamese metropolis Ho Chi Minh City (SGN) and the Uzbek capital Tashkent (TAS).

Between Europe and North America, Lufthansa Cargo will operate 34 flights a week. Chicago (ORD), New York (JFK), Los Angeles (LAX) and Atlanta (ATL) are among the most frequently served airports. In addition, Houston (IAH), Seattle (SEA) and Dallas (DFW) in the United States, Mexico City (MEX) and Guadalajara (GDL) in Mexico and Toronto (YYZ) in Canada are also included. The Norwegian city of Stavanger (SVG) is also partially integrated into the North Atlantic rotation.

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

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

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

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Turkish Cargo widens direct cargo operations to 95 destinations

ISTANBUL: With air cargo demand increasing, Turkish Cargo has expanded its direct cargo operations to 95 destinations, adding London, Bucharest, Bangkok, Singapore, Beirut and Lahore to its growing flight route network.

Now touted as the fastest growing cargo brand, Turkey's national freight carrier's move reinforced its position in the global air cargo industry as having the widest direct cargo flight network.

In September, Turkish Cargo included Heathrow Airport (LHR) in London, one of the world's busiest airports, Suvarnabhumi (BKK), one of the largest airports in Southeast Asia, Singapore Changi Airport (SIN) and Rafic Hariri Airport (BEY), the only

operational commercial airport in Lebanon, to its cargo flight network.

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

Connecting the continents to each other, Turkish Cargo says it continues to carry out its global business operations with its fleet of 361 aircraft, 25 of which are freighters, on the widest direct cargo flight network of the world among the air cargo brands, excluding express carriers with its 95 destinations.

The cargo carrier continues to invest on its sustainable growth, infrastructure, operational capabilities, fleet and team of leading experts in its quest to become one of top 5 global air cargo brands in the world by 2023.

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Volga-Dnepr's 'Cargo Supermarket' collaboration across the Transatlantic grows further

MOSCOW: Volga-Dnepr Group says its "Cargo Supermarket" that supports the uninterrupted supply of life-saving products in partnership with DHL Global Forwarding LS&H and other sector experts continue to grow.

More recently, it involved the safe delivery of 18 containers of insulin from Milan to Chicago, a medicine much needed among diabetics. The Group's all-cargo carriers, AirBridgeCargo Airlines and CargoLogicAir handled the delicate cargo shipment using Envirotainer and DoKaSch RAP containers.

Alha Group, which covered warehouse and ramp handling activities, enabled the smooth loading of 18 active containers onboard spacious Boeing 747F operated by CargoLogicAir, the Group said.

"We are proud to be stepping away from the previously existing fragmented nature of the air cargo industry toward a collaborative approach where all the stakeholders' function as a single unit to ensure the integrity of pharmaceutical products," noted Yulia Celetaria, Global Director, Pharma for AirBridgeCargo Airlines.

"This shipment is a great example of collaboration between carriers, ground handling agent, freight forwarder, container manufacturers, airport and customs authorities. Understanding the supply chain constraints now is primarily important as there is still time to fix any discrepancies we might have before COVID-19 vaccine regular shipments. Volga-Dnepr Group together with its strategic partners has gained a comprehensive competence in vaccine transportation to increase confidence among the



customers in the air freight services," she added.

Nadeem Sultan, Chief Executive Officer of CargoLogicAir, comments: "We feel privileged to support healthcare and life-saving industry with high-quality services especially during these unstable times. Together with our strategic partner we follow the best industry practices and create guidelines which are clear for all the participants to get the maximum level of excellence in vaccine transportation."

Carlo De Ruvo, Head of Airfreight Italy, DHL Global Forwarding LS&H, noted, "This cooperation is a further step that adds value to our comprehensive portfolio of transportation solutions for the pharmaceutical products, enforcing our long-lasting expertise in this sector."

Leipzig/Halle Airport hauls nearly 121,000 tons of cargo in September, its strongest in 8 years



LEIPZIG: Some 120,758 tons of cargo were handled at Leipzig/Halle Airport in September, its strongest growth in eight years, and demand keeps on increasing amid continuing fight against the Coronavirus pandemic.

Leipzig/Halle Airport said its September air freight

volumes rose by 18.6% to 120,758 tons. During the first nine months of the year, it handled 986,389 tons, up by 8.1% compared to the same period in 2019. It capped the year 2019 with approximately 1.24 million tons of cargo

The 5th largest cargo airport in Europe, Leipzig/Halle Airport sees as many as 1,000 cargo flights per week guaranteeing reliable logistic and supply chains flow of goods between Europe to the rest of the world.

The airport said its multimodal services connecting to the trans-European motorway and railway networks, both in North-South and East-West directions, make it an ideal hub in transporting cargo. This also makes it possible for truck to reach 15 European countries within eight hours from LEJ.

"The airport maps the complete portfolio of products along supply chains for freight forwarders, charter brokers and airlines 24/7. LEJ is able to handle all kinds of air freight and cargo planes - round the clock, 365 days a year. This not only includes general and outsize cargo, but also e-commerce shipments as well as large live animals and consignments of hazardous goods," the company noted.

About 60 cargo airlines fly to Leipzig/Halle Airport that serve a network of routes covering more than 280 destinations around the globe.

Emirates SkyCargo turns world's biggest plane, Airbus A380, to 'mini-freighter' charter operations to keep up with surging demand

DUBAI: Emirates SkyCargo has started utilizing its Airbus A380 aircraft, the biggest plane in the world, on select cargo charter operations to transport urgently required cargo across its network.

The first dedicated Emirates A380 'mini-freighter' successfully transported medical supplies between Seoul and Amsterdam via Dubai this month, the Dubai-based cargo carrier announced.

Working collaboratively with the Engineering and Flight Operations teams within Emirates, the air cargo carrier has optimized the cargo capacity of the Airbus A380 to safely transport around 50 tons of cargo per flight in the belly hold of the aircraft.

Emirates SkyCargo said it has introduced dedicated cargo operations on the A380 aircraft in response to the surge in the demand for air cargo capacity required for the urgent transportation of critical goods, including medical supplies for combatting COVID-19 in regions experiencing a second wave of the pandemic.

Emirates SkyCargo said it is working on further optimizing the capacity of its Airbus A380 aircraft through measures such as seat loading of cargo and has planned more dedicated cargo flights on aircraft for the month of November.

A leading player in the global air cargo industry with a destination network spread across six continents, Emirates SkyCargo has continued to introduce innovative cargo solutions in line with rapidly evolving market conditions since the start of the COVID-19 pandemic.

The freight division of Emirates offers a variety of options for cargo capacity and connectivity to best match its customers' requirements. Emirates SkyCargo operates dedicated cargo flights on its



Boeing 777-F and its Boeing 777-300ER aircraft including 14 modified Boeing 777-300ER passenger aircraft with seats removed from Economy Class for additional cargo volume.

Through its responsiveness and agility, the air cargo carrier has been able to maintain the flow of essential goods and trade across international markets during the pandemic, often providing a much-required helpline to communities around the world.

Taking a lead in the supply chain for the global distribution of a COVID-19 vaccine, Emirates SkyCargo announced recently that it set up the world's largest EU GDP compliant airside hub in Dubai dedicated for the COVID-19 vaccine.

In addition to world-class fit for purpose infrastructure for the storage of the vaccine, the facility would also be able to offer value added services such as repackaging, re-icing and redistribution of the vaccine. The air cargo carrier has also set up a rapid response team to coordinate requests for the movement of the vaccine.

Emirates SkyCargo currently offers cargo capacity on scheduled flights to 135 destinations across the world.



Abu Dhabi Ports acquires MICCO Logistics



ABU DHABI: Abu Dhabi Ports recently acquired MICCO Logistics as part of its quest to enhance the capital of the UAE's rank as international hub for trade and logistics. Part of ADQ, one of the region's largest holding companies with a broad portfolio of major enterprises spanning key sectors of Abu Dhabi's diversified economy, Abu Dhabi Ports Logistics leverages MICCO's experience and capabilities as the emirate's first provider of end-to-end logistics solutions.

Abu Dhabi Ports said the added capacity will enable it to manage all customer touch points including: sourcing; PO management; international freight handling through Project, Commercial, and Contract Logistics; customs clearance; stevedoring; local, regional, and international transportation; Airline Road Feeder Services; and, storage, order fulfilment and handling solutions via its strategically located network of distribution centers.

Abu Dhabi Ports said its enhanced logistics portfolio will ensure that it remains the leading provider of logistics services for the energy sector, while at the same time it expands its value offer to other strategic sectors including retail, e-fulfilment, FMCG & pharmaceutical / healthcare.

"We are collaborating with Abu Dhabi Ports to transform its logistics arm into one of the largest, most capable and most cost-efficient providers of fully integrated and holistic logistics solutions in the UAE and beyond. This reflects ADQ's key role in stimulating economic development and growth through our logistics cluster while further strengthening Abu Dhabi Ports' strategic position as a leading provider of integrated port and industrial zone services, and a facilitator of global maritime trade and logistics," said Khalifa Sultan Al Suwaidi, Vice Chairman of Abu Dhabi Ports and Chief Investment Officer at ADQ.

Capt. Mohamed Juma Al Shamisi, Group CEO, Abu Dhabi Ports, said "The acquisition of MICCO is a critical step in our emirate's journey to establish itself as a leading hub within the global trade and supply chains. The combined advantage of both organizations means that Abu Dhabi Ports will be able to compete on the regional and global stage as a provider of holistic logistics solutions, enhancing what we offer to both existing and prospective customers, while at the same time furthering our contribution to Abu Dhabi's non-oil GDP and the government's diversification efforts."

Founded in 1978, MICCO Logistics is one of the first local freight forwarders established in Abu Dhabi and one of the first businesses to offer consolidated freight services to the emirate's oil and gas industry.

With modern ground fleet comprised of more than 350 prime movers with diversified fleet of trailers, specialized storage facilities, MICCO's diverse portfolio of logistics solutions includes freight management in Project, Contract, and Commercial Logistics, multi-modal transport, warehousing and distribution, stevedoring, as well as road feeder services for the aviation segment.

Nearly \$1 billion coffee shipped through Dubai in a decade

DUBAI: Acting as a central logistics hub linking coffee markets between the Middle East, Africa, Europe and Asia, Dubai saw nearly \$1 billion in coffee traded over the last 10 years, according to Dubai Customs.

Major coffee manufacturing countries such as Ethiopia, India, Indonesia, Uganda, and Vietnam rely on Dubai's robust transshipment and logistics facilities and services to do business between the Middle East, Africa and Asia.

"We have integrated forward-looking strategies that help us foster Dubai's leading trade position worldwide," Nassim Al Mehairi, Senior Manager of Statistics Department at Dubai Customs, was quoted as saying on Emirates news agency WAM. Dubai Customs offers smart services that help clients move products swiftly and efficiently.

"This includes the coffee trade sector which receives full support from Dubai Multi Commodities Centre, DMCC, the first of its kind in the Middle East, which provides quality logistics support linking coffee producers with buyers," said Al Mehairi.

The statistics were released coinciding with International Coffee Day which is marked annually on 1st October. Figures show that Dubai's coffee trade in H1, 2020 grew 5 percent to AED253 million compared to AED240 million in the



corresponding period last year. The volume of coffee trade for H1, 2020 amounted to 14,000 tons.

Major partners in coffee imports are Switzerland at AED33 million, Italy at AED23 million, and Brazil AED22 million, and main export and re-export partners are Oman at AED5.8 million, Saudi Arabia at AED5.1 million and Kuwait at AED5 million.

Gebrüder Weiss opens new €18M logistics terminal in Croatia

LAUTERACH/ZAGREB: Gebrüder Weiss recently inaugurated its newly built €18 million logistics terminal in Zagreb, Croatia as demand for its services in the country, especially during the pandemic, increases.

The logistics company has been present in Croatia for the past 20 years and it continues to build on its market position. This year, its revenues in the area increased by 15 percent.

Gebrüder Weiss started as a small freight forwarder in Croatia with just 1,000 square meters of space and a team of 15 employees back in 2000. It has since evolved into a full-service logistics provider with renowned customers from different industries—high-tech, automotive, fashion, consumer goods and chemicals. It now employs 175 staff at three locations in Croatia with a total logistics area of 20,400 square meters.

“We continue to build on our 20 years of success in Croatia with the new logistics terminal and our aim of ensuring the very highest standards of quality and safety,” said Thomas Schauer, Regional Manager Gebrüder Weiss South-East.

Gebrüder Weiss has invested around EUR 18 million in developing the location close to the Croatian capital, Zagreb, enabling the international



logistics company to meet rising customer demands and growing order volumes at the location.

The new hub is fitted with state-of-the-art technical equipment and has a logistics area covering 18,000 square meters, which includes a dedicated warehouse for hazardous goods.

The “Home Delivery market” is one of the most important drivers of growth in Croatia, with Gebrüder Weiss seeing the number of shipments handled in this area rising substantially every year since 2012.

“The foundation of our success, and thus a key focus of our strategy, is offering customers added value for their logistics chains with digital offers such as the new customer portal myGW or by expanding our Home Delivery services,” said Barbara Bujačić, Country Manager Gebrüder Weiss Croatia.

In the first eight months of this year alone, the segment saw 30 percent growth compared with the same period last year. Gebrüder Weiss also offers a contactless service, in response to the coronavirus pandemic, which has been well received on the market.

Kale Logistics Solutions joins Canadian International Freight Forwarders Association

MUMBAI: Kale Logistics Solutions (Kale) announced it has joined the Canadian International Freight Forwarders Association (CIFFA) and will actively extend its digital trade facilitation expertise in logistics in Canada and across the North American region.

A trusted global IT solutions partner for several Fortune 500 companies worldwide, KALE offers various cost-saving solutions and actively promotes digitalization for different industries.

“It is a pleasure and privilege for Kale to be part of CIFFA. With our active participation in the consortium, we are now looking to extend digital trade facilitation to a wider audience in the North American region. We are already serving key airports such as Hartsfield-Jackson International Airport at Atlanta with our air cargo community system. Similarly, we would like to transform the operations across the maritime sector in the North American region,” said Amar More, CEO, Kale Logistics Solutions.

Founded in 1948 in Montreal, CIFFA serves as the voice of the freight forwarding industry in Canada on a variety of issues, including embracing new technologies.

“Kale is now fast expanding its footprints in the North American region. As a member of



CIFFA, we are now eyeing to offer our digital trade facilitation expertise to freight forwarders in Canada. It is a proud moment for Kale as we serve industry stakeholders across regions as a multimodal service provider,” said Donna Mullins, Senior Vice President of Kale Info Solutions (USA), in welcoming Kale.



TECHNOLOGY:

Air cargo industry's bridge to the future

By Gemma Q. Casas

According to the UNESCO Institute for Statistics, global spending on research & development (R&D) has reached a record high of nearly \$1.7 trillion. Of the figure, just 10 countries account for 80% of the spending, with China and the United States dominating the share, focused mainly on science and technology.



The Coronavirus pandemic brought about enormous unprecedented challenges and uncertainties with profound impact on people's lives, industries and economies across the world that would take years, if not decades, to recover from.

Buried in mounting debts and faced with tight resources amid a global meltdown in economic activities, governments and various industries have turned their sights on investing more in new technologies to push for recovery.

According to the UNESCO Institute for Statistics, global spending on research & development (R&D) has reached a record high of nearly \$1.7 trillion. Of the figure, just 10 countries account for 80% of the spending, with China and the United States dominating the share, focused mainly on science and technology.

The US continues to lead on tech investment raising as much as \$148.75 billion, nearly 50 percent of the global total and more than double that of China, over the last four years, according to Tech Nation, a UK network for tech entrepreneurs.

Globally, e-Commerce giant Amazon, which has expanded its business clout to logistics and air freight, is the top private spender on R&D at \$22.6 billion in 2018. Alphabet, Volkswagen, Samsung and Intel rounded up the top 5.

China, however, is fast catching up, reportedly spending as much as \$322 billion on R&D for science and technology in 2019. The country is aggressively competing with the US and others in selling their tech products, including building and deploying the 5G or the fifth generation of wireless technology, which would revolutionize how we communicate and do business.

Accelerating digitalization

The new normal requires people to observe social distancing in public spaces, and contactless transactions. This means accelerating digitalization and the use of new technologies in various industries to protect people from getting infected with the virus.

Deloitte, one of the biggest auditing, financial and accounting firms in the world, said the tech industry has helped many people and businesses stay connected during the pandemic and this would have a long-term impact on our future and the way industries do business.

Deloitte forecasts the global economic recovery to begin in late 2021 with uncertainties still looming in the horizon.

"The virus follows a wave pattern, abating and then peaking again in multiple global geographies. Economic recovery begins late 2021. Recovery slow in early 2022 and speeds up by second half of 2022. Chinese economy rebounds slowly. Deep and prolonged recession in the West affects supply chains and consumer demand. Fiscal stimulus limits business failures, but does not boost spending," Deloitte said.

Kevin Smith, Head of KPMG Private Enterprise in EMA, said we're now seeing the acceleration on digital transformation, especially the use of artificial intelligence (AI) and machine learning, due to the pandemic.

"Despite the challenges that the entire world has faced over the past few months, one of the positive outcomes of COVID-19 that people were talking about was the acceleration of digital transformation, especially artificial intelligence and machine learning ... these technologies will, in fact, be instrumental in collecting and analyzing the enormous sets of data that will be vital to our post COVID-19 recovery," Smith said in a recent industry webcast which KPMG, a global network of independent member firms offering audit, tax and advisory services, organized.

Aviation still in slump as cargo rises

Aviation remains in a "coma" following the abrupt cessation of travel worldwide to prevent the spread of COVID-19. No one can say with certainty when this once vibrant industry will return to normal with the vast majority of people still reluctant to fly for economic and health reasons.



The International Air Transport Association (IATA) has since called on governments to work together to urgently find ways to re-establish global connectivity by re-opening borders and keeping relief measures to sustain airlines during the COVID-19 crisis.

"Many airlines will not have the financial means to survive an indefinite shutdown that, for many, already exceeds a half-year. In these extraordinary times, governments will need to continue with financial and other relief measures to the greatest extent possible. It's a solid investment in the recovery because each airline job saved supports 24 in the broader economy. And a functioning airline industry will be a critical enabler for economies to regain their full power," said Alexandre de Juniac, IATA's Director General and CEO.

In July, global passenger traffic fell by nearly 80 percent compared to July 2019 levels despite some airports and airlines resuming operations.

The air cargo industry, on the other hand, instantly became the star of the show hauling across continents vital medical supplies and equipment, including urgently needed necessities such as food and medicines, in huge quantities.

Demand for more freighters prompted many airlines to convert passenger aircraft to so-called all-cargo flights to increase capacity. The loss of belly-hold capacity from commercial flights, however, remains a big blow to the air freight industry.

IATA said cargo volumes remain low compared to the pre-Covid era but not as much as that of passenger traffic. With global economic activities slowly picking up based on improving manufacturing output and new export orders data, air freight is up for more business.

"Economic indicators are improving, but we have not yet seen that fully reflected in growing air cargo shipments. That said, air cargo is much stronger than the passenger side of the business. And one of our biggest challenges remains accommodating demand with severely reduced capacity. If borders remain closed, travel curtailed and passenger fleets grounded, the ability of air cargo to keep the global economy moving will be challenged," said de Juniac.

The rise of AI, APIs and other new technologies

Long before COVID-19 struck, the air cargo industry took on steps to transition from outdated and complicated legacy systems to the more efficient tech-driven and paperless systems.

The pandemic though forced the industry to accelerate streamlining its operations, reduce costs and optimize its efficiency by using more customized interfaces used for

networking planning, flight operations, revenue accounting, and other processes.

Major air cargo carriers have since switched to tech-driven systems and beefed up investment on new technologies which are far more efficient than the traditional way apart from improving transparency in the supply-chain operations.

These include using AI, APIs, GPS tracking solutions and other new technologies used in promoting their services, providing customer service, tracking, booking shipments online or making payments.

The use of cloud systems is also in high demand this year and so are videoconferencing and remote collaboration to keep staff productive and business as well despite the lockdowns.

According to IATA, the e-AWB is now used for 2 out of 3 shipments, signaling that the industry is ready to take on digitalization to the next level and go beyond EDI and messaging technologies.

Currently, IATA said the e-AWB network covers 63% of worldwide trade (the e-AWB network corresponds to locations where the legal framework has been created to allow an electronic contract of carriage) and their goal is to have a 100% penetration by 2022.

China's unmanned cargo planes

With more than 1.4 billion people, China has the world's biggest domestic market and consumer demands are increasing. Outside of China, the Chinese population is also rising in different parts of the world.

Following the pandemic, China had pledged to keep strengthening its domestic market while luring more foreign investors. The seamless movement of goods is an important aspect to the success of this initiative and the country has vowed to improve its air, rail, land and sea transport systems.

Last year, China's biggest air cargo company, SF Express, fourth largest globally after FedEx, UPS and DHL, signed a memorandum of understanding with Searidge Technologies, among other firms, to set up digital remote air traffic control towers in China.

Pat Urbanek, an IT expert and executive at the Canadian firm

Searidge Technologies which specializes on remote digital tower solutions with presence in 25 countries, said their digital remote tower project in China is in line with SF's plan to use plane-size cargo drones capable of carrying more than 1.5 tons, mainly parcels for now.

"SF Express is the fourth largest cargo and freight company in the world behind FedEx, UPS and DHL. Their plan is to be able to provide parcel delivery within 36 hours all over China," Urbanek told **Air Cargo Update**.

In August, SF successfully operated its unmanned cargo plane, the FH-98, cruising at fast speed. Its success ushers the beginning of a new era in China whereby autonomous cargo planes will be used to fly domestic goods.

SF's subsidiary, Feng Bird Airlines, will operate the large-scale drones for cargo which is mainly targeting to serve remote areas across China.

Urbanek said the future looks bright with technology working to enhance the old systems for the greater good of humanity.

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PACKAGES WORTH
\$17.8 BILLION



\$18.6 BILLION
VALUE IN CARGO
SHIPPED

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smartphones transported

OVER 200
race horses transported 

 **6,849**
lives saved!

898 MILLION
letters sent 



Canada's Purolator ventures into electric cargo bikes and low-speed vehicles as peak season nears



Aiming to reach net-zero emissions by 2050, the company says it will continue to tap advanced technology in transportation to improve delivery performance and safety, complementing its existing fleet of 323 hybrid-electric vehicles.



T

he impact of climate change has never been more visible than now. Intense wildfires in California claiming more than 94,000 acres of land and 129 million trees, billions of properties lost and thousands of people displaced. Devastating super typhoons and hurricanes occurring more frequent than usual across many parts of the world. Drought in Africa. Melting glaciers. Rising temperatures displacing many species. And the list goes on.

And while governments are largely responsible in creating policies to thwart the acceleration of climate change, businesses and individuals are also doing their part to save the planet.

In Canada, the country's leading integrated freight, package and logistics solutions provider, recently launched its innovative delivery vehicles to increase network capacity, reduce its carbon footprint and provide greater fleet flexibility in urban centers.

It's new fleet of vehicles—the electric cargo bikes and low-speed zero emission cars—offers a last-mile delivery solution to respond to the ever-increasing growth in e-commerce.

"More than ever, we're committed to helping dense metropolitan cities operate more smoothly through new delivery methods that help reduce greenhouse gas emissions," said John Ferguson, Purolator President and CEO.

The company is now rolling out new and expanded sustainable operational innovations to lower vehicle emissions and improve customer experience in densely populated areas by:

- Testing new fully electric low-speed vehicles to reduce noise and traffic congestion when delivering within busy downtown core areas of Toronto, Ontario, and Montreal, Quebec. The compact size of low-speed vehicles makes delivering on busy streets with limited parking more manageable, as they take up less than half the space of a traditional delivery truck.
- Expanding its fleet of electric-cargo bikes (e-bikes) in Montreal to maneuver through pedestrian-only and zero-emission zones and street closures. Additionally, the e-bikes can be parked on sidewalks for delivery within restricted-parking areas. The fleet of e-bikes is housed at Canada's first urban distribution centre, opened with the City of Montreal.
- Piloting automated self-serve parcel lockers at Honoré-Beaugrand subway station in Montreal. This initiative, in partnership with Société de transport de

Montréal and the City of Montreal, is one of the first public transit subway systems providing commuters a convenient self-serve option for picking up shipments.

Flexible alternatives

Since the onset of the global COVID-19 pandemic, Purolator says it has seen residential deliveries increase approximately 50 percent, including in areas designated as pedestrian-only or those with limited access for delivery trucks.

Purolator's low-speed vehicles and e-bikes offer quick service to these spots by providing a flexible alternative for delivery. As regulations around transportation and city logistics continue to evolve, these alternative vehicles provide an agile solution with the ability to deliver the same number of packages as a standard-size delivery truck.

"Purolator has made important sustainability investments as part of our \$1B delivering the future growth and innovation plan," said Ferguson. "We've consistently evolved over our 60-year history to stay one step ahead of change. Our goal is to continuously innovate, adapt intelligently and provide workable solutions for the unique challenges of urban growth, along with the growth in B2B, e-commerce and home deliveries, particularly as the economy navigates through the COVID-19 pandemic."

In the company's 2019 Corporate Social



Responsibility Report, Purolator underscored its commitment to reach net-zero emissions by 2050. To meet that goal, the company will introduce new types vehicles to its fleet, with advanced technology to improve delivery performance and safety, complementing Purolator's existing fleet of 323 hybrid-electric vehicles, to reduce the organization's overall greenhouse gas emissions.

46 million packages this holiday season

Purolator said it's introducing multiple network investments to meet an expected 20 percent jump in peak-season demand compared to 2019.

These include a significant increase in customer access points through new strategic partnerships, an expansion of its fleet of Mobile Quick Stop trucks and new innovative services to enhance health and safety during the COVID-19 pandemic.

"Purolator has a year-round process for managing periods of significant volume fluctuations, and this approach has enabled our team to adapt quickly during the pandemic to meet the needs of businesses and consumers," said the company's President and CEO. "During this year's 'peak' season, we expect to pick up and deliver over 46 million packages, averaging 1 million processed each business day. We are ready to deliver for our customers and continue to invest in network capacity to provide safer, simpler and more convenient ways for Canadians to ship and receive packages."

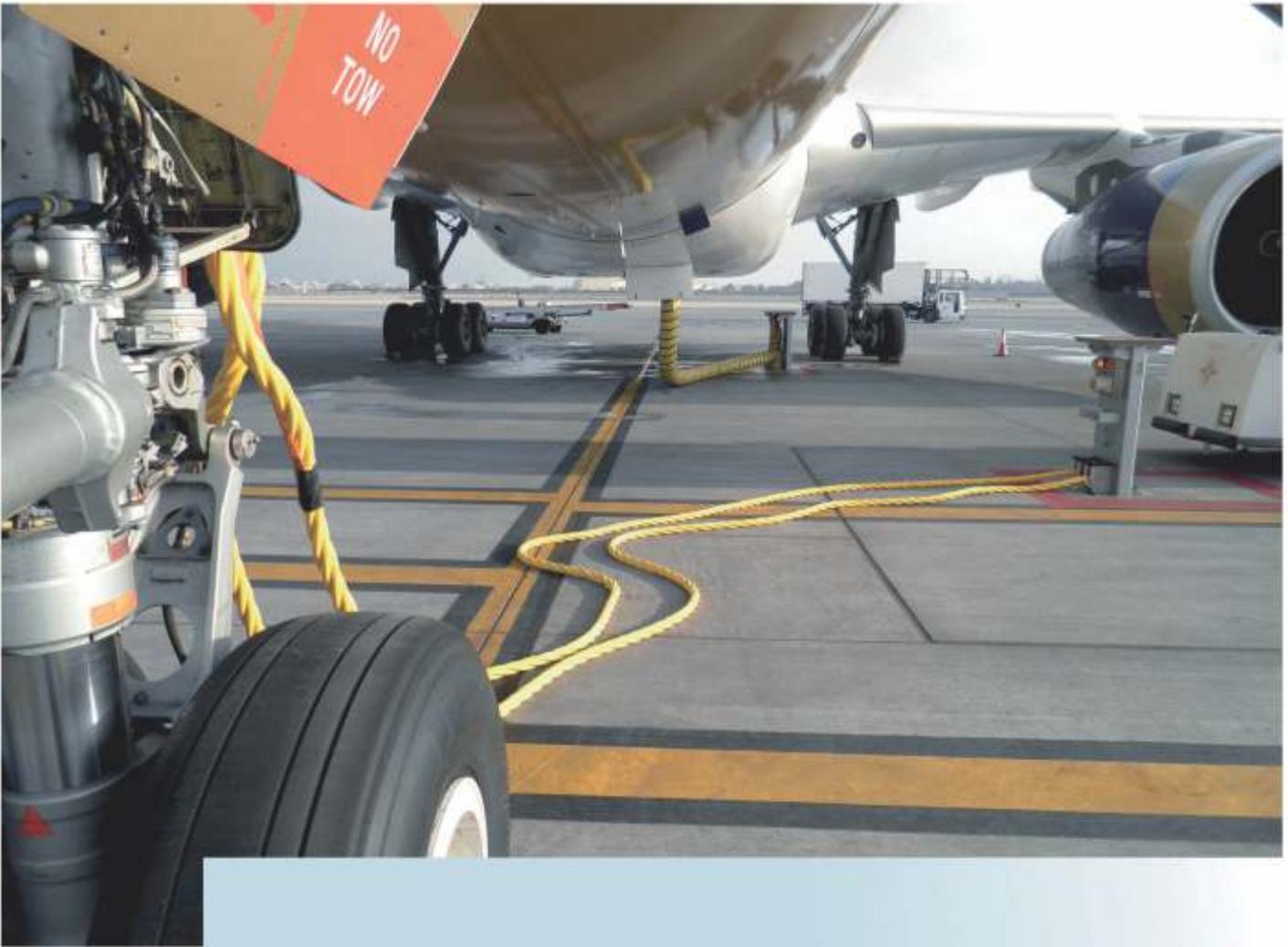
In addition to its contactless-delivery methods executed earlier this year, the company is also launching new services to augment physical-distancing solutions during the pandemic:

- Quick Stop Kiosks — launched last holiday season — expanded to 12 locations across the country for contactless shipment drop-offs. These include: New locations at select Purolator Shipping Centers, select Michaels retail locations and select Metrolinx GO Transit stations throughout the GTA (with more to come in 2021); Canada's first contactless one-stop-shop for self-serve package drop-off and pick-up service at the Atrium on Bay retail and office complex in downtown Toronto
- Parcel lockers at its busiest terminals for 24/7 shipment pickup and to increase consumer convenience and safety
- Curbside pick-up service at 51 Purolator Shipping Centers and 135 Michaels stores across the country

Purolator expects to process 46 million packages, roughly a 20 per cent increase over 2019, between November 1 to December 24.

On Black Friday, the company processed 1.3 million pieces of packages, up by 25% over 2019 and 6.7 million more pieces the week of Cyber Monday. On its busiest day of the year, Nov. 30, the company expects to process 1.4 million pieces, almost 20 per cent more than in 2019.

Purolator's five-year, \$1B delivering the future growth and innovation plan, accelerated during the pandemic to meet the needs of Canadians. The company has added 2,500 to its workforce of 12,000 leading up to holiday season and is continuing to make key investments to service increased demand in the long term.



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SITA steps up smart border solutions to support new regulations for entry and exit to the EU Schengen Zone.

New Automatic Border Control kiosks will capture high-quality biometric data and provide greater control over EU admissibility while minimizing wait times for travelers.

SITA, the leading technology provider for the air transport and borders industry, is gearing up to introduce its latest generation of smart border solutions to facilitate the implementation of the new European Union Schengen Zone border controls planned for 2022.

In its Positioning Paper detailing its latest innovation, SITA says its new TS6 Automated Border Control (ABC) Kiosks have been developed to accommodate future upgrades and changing requirements, such as the use of new biometric capture devices or the introduction of a printer to provide receipts to travelers.

The new EU Entry-Exit System (EES) is designed to ensure robust and consistent checks on travelers along the entirety of Europe's external borders.

SITA's next-generation solution uses the biometric data captured at its ABC kiosks to expedite processing at the ABC gates, reducing congestion and improving passenger flow while providing high-quality data to governments and border agencies.

SITA has extensive experience designing and implementing digitally-enabled 21st Century borders for airports, seaports, and land border crossings. These solutions address the entire border control ecosystem – enabling governments and border agencies to leverage passenger data, conduct risk assessment, and manage traveler identities across the full-spectrum of border control operations.



Jeremy Springall, Vice-President Border Management, SITA said: "The introduction of EES will bring significant benefits but also presents operational challenges for EU member states to achieve smooth and effective border processes. Maximizing the value delivered by the introduction of EES requires an approach that goes beyond the initial acquisition of gates, kiosks, and biometric devices. Member states now have a unique opportunity to positively transform their border operations through the intelligent integration of new and existing border management systems."

With SITA Border solutions in place, arriving travelers in the Schengen Zone will be able to confirm their registration in the Central EES system at the kiosk, update their travel record with any new travel document or visa details, confirm their biometric data and make declarations specific to their journey. The biometric data can then be used to identify the traveler at the ABC gate – enabling them to proceed directly through the gate by facial recognition alone. This innovative approach is expected to significantly improve processing times at border crossing points for arrivals compared to traditional processing.

Combating COVID-19 through timely facilitation of travelers

The additional requirement to collect biometric and biographic data for all Third Country Nationals (TCNs) entering the Schengen Zone, will increase time spent at the border crossing point – potentially creating queues and unfavorably impacting upon traveler experiences.

While the temporary reduction in traveler numbers relating to COVID-19 has alleviated the burden on travel infrastructure, new social-distancing guidelines will require authorities to avoid bottlenecks at border crossing points to minimize the risk of infection.

SITA's two-step process tackles this issue by enabling parallel processing of travelers: while face capture and matching begin the moment a traveler enters the gate, the next traveler can already be scanning their travel document in readiness to enter. This solution accelerates the process and provides a walk-through experience that saves on average five seconds in passenger processing time.

Boosting passenger confidence

COVID-19 presents the most significant challenge the travel industry has faced and technology that can support evolving safety regulations and fluxes in passenger volumes will be key to boosting passenger confidence.

Passengers are also demanding faster and more automated journeys. SITA research conducted in



January and February 2020, before the COVID-19 pandemic had its full impact on global air travel, examined responses from nearly 7,000 passengers across 27 countries globally, representing 75% of global air traffic.

Over a third of passengers (34%) claim that technology to support digital identity management would add the most value to their journeys, superseding more widely discussed technologies like 5G and artificial intelligence.

The report also showed passengers opt to use technology that helps them automate their entire journey and enables a more fluid travel experience. This trend falls into line with the industry's COVID-19 response, helping to ease congestion and reducing the interaction points between staff and passengers through contactless touchpoints.

Facing facts

SITA can effectively apply the biometric quality standards prescribed by the EU while supporting governments to tailor and adjust their solutions. This approach leans on extensive experience working with transport infrastructure operators to ensure appropriate environments for face image capture.

Significant efforts have also been made to ensure the fine-tuning of face capture and matching algorithms to ensure that the

process works for the widest possible range of travelers. This has been proven across several SITA projects to date – where success rates of over 99% have been achieved across a traveler cohort of several tens of thousands. SITA technology today supports border operations in more than 45 countries globally.

Integration with new and existing border management systems

Many government authorities and transport infrastructure operators have introduced ABC equipment to alleviate pressure on border agents and improve the speed of facilitation. While travelers report greater satisfaction when using self-service touchpoints to clear immigration, the liberation of border guards to focus on travelers requiring greater scrutiny enables these highly trained officers to make the best use of their time and skills.

The integration of the border control point with existing government and international systems – such as watchlists, identity databases, national document registers, and visa management databases – is also critical to ensuring that travelers can be processed with the richest possible set of data upon which governments can make decisions.

SITA has extensive experience in the deployment of ABC solutions across both EU and non-EU states with over 5,000 self-service kiosks deployed worldwide. Moreover, SITA's existing support network – with a presence in over 200 territories – can be leveraged to ensure the ongoing maintenance and servicing of kiosks, providing customer peace of mind. Source: www.sita.aero



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MAN Truck Bus diversifies to mobile coronavirus test vehicle

The rolling laboratory van can do PCR tests with results available within an hour and is suited for deployment in hotspots, old people's homes, schools, companies and other institutions, to help prevent the spread of COVID-19 virus.



C

ollaborating with health experts, MAN Truck & Bus recently unveiled its innovative diagnostic vehicle that can be used to

detect COVID-19 infections safely and quickly at hotspots and other places where it can easily spread.

The company said the rolling laboratory vehicle is based on the MAN TGE van. It is equipped with the innovative molecular diagnostic PCR test equipment Vivalytic from Bosch Healthcare Solutions.

These PCR test devices are currently among the fastest approved devices on the market. The entire process including smear, sample preparation and testing takes less than an hour.

Man Truck & Bus says with more than 500 tests per vehicle and day, the rolling laboratory is perfectly suited for carrying out tests directly on site if a potential infection is suspected, for example in old people's homes, schools, companies or other institutions. With the help of the MAN Coronavirus diagnostic vehicle, chains of infection can, thus, be interrupted in a targeted manner.

"The innovative MAN coronavirus test vehicle will make a vital contribution to containing the Covid-19 pandemic by providing fast PCR test results on site. The quicker that everyone involved at a new coronavirus hotspot are tested, including all the suspected cases, the more effectively outbreaks and any further spread of the virus can be stopped," the company said in a statement.

In addition to easy planning of the mobile test vehicle's deployment, the speed of the tests is another advantage of this innovative product, it added.



When deployed for mobile use, for example at border crossings along the motorway, the MAN coronavirus test vehicle displays another of its strengths: flexibility.

Test capacities can, for example, be quickly relocated as required and deployed exactly where they are needed. The mobile test vehicle is also digital. Four tasks can be performed in it in one continuous process: swab sampling, testing, analysis and communication.

The PCR test results are digitally transferred from the test device to a laptop in real time. That enables a quick report to be sent directly from the MAN van to the responsible health authorities, departments, or to the person tested.

Two innovative vehicle designs

Man Truck & Bus said its new project comes in two innovate designs: one with a standard wheelbase and 3.5 t gross combination weight and one with a long wheelbase and 5.5 t gross combination weight, the other one, the long version equipped with 8 PCR test devices.

The short version serves as a mobile diagnostic vehicle and is equipped with up to 16 Vivalytic test devices by aprimeo diagnostics, a Bosch distribution partner involved in the development. The Bosch Vivalytic test devices are used in specially manufactured rack systems.

The swab tests are taken outside the vehicle where qualified medical staff take care of the patients. This deployment scenario, with a high throughput of people being tested, is especially suitable for care homes, schools, large events or companies.

The impressive feature of the long version is that it is highly flexible in its use, with a separate room for taking swabs located inside the vehicle and awnings on both sides to create additional capacity. This enables a quicker and more frequent change of location.

The long version is equipped with 8 PCR test devices. In order to maintain a one-way system when taking swabs, the MAN TGE has been equipped with two automatic lateral sliding doors.

The mobile MAN coronavirus test vehicle is powered by a 2.0 l turbo diesel engine with 177 hp. It can be optionally provided with all-wheel drive and an 8-speed automatic gearbox.

The standard fittings include hygienic surfaces, automatic sliding doors, air conditioning system and an auxiliary air-conditioning system as well as an automatic step. As optional



The benefits of the MAN coronavirus test vehicle at a glance:

- Flexible testing where it is most urgently needed, e.g. at regional hotspots
- Preventive testing on site possible, e.g. before events with large numbers of people
- Reduction in production losses at companies (involvement of the company's medical services)
- Simple testing of patients with limited mobility, e.g. in care or retirement homes
- Fast identification and isolation of infected people
- Clear reduction in process times
- Relief for general practitioners and laboratories



extras, the vehicle can be equipped with up to two washbasins (for the test and swab room), a computer workstation with a 220 V connection and a refrigerator.

The MAN Coronavirus diagnostic vehicle is perfectly suited for carrying out tests directly on site, for example, if a potential infection is suspected. Swabs are taken outside the vehicle, where qualified medical personnel look after the patients.

Both vehicles are fitted with a MAN TeleMatics box to enable internet access. Other equipment options include:

- **Closed awning, secured on three sides with tent tarpaulin, to carry out swab tests**
- **Special signal system, LED emergency light, radio equipment pre-installed**
- **400 litre swivel and rollable waste box, with 43 kg payload, mounted to the trailer coupling**



In this project, Man Truck & Bus said it is not only the vehicle that is unique but also the rapid collaboration from recognized experts in their field.

The result is an innovative, practical overall system to contain the coronavirus pandemic. The idea and concept for the mobile coronavirus test vehicle comes from Leeloo Medical and MAN Truck & Bus.

The ambulance service provider, MKT-Krankentransport, has contributed its expertise in dealing with patients. MAN and AMS Ambulanzmobile are converting the vehicles in line with medical and epidemiological standards.

The inspection and risk assessment of the vehicle was carried out by an expert for epidemiological protection from the Medizinischen Katastrophen-Hilfswerk Deutschland e.V. (MHW). And finally, MAN Truck & Bus has contributed its decades of expertise in implementing special vehicle concepts and their marketing.

The new MAN coronavirus test vehicle for rapid SARS-CoV-2 test results can be used throughout Europe (EU 27+3) and the company said it is now available to order following its test completion in October 2020. (Photos & Text sourced from www.mantruckandbus.com)

New USAID-Ethiopian Airlines partnership to source food from local farmers for in-flight meals



Ethiopian Airlines Group CEO Tewolde GebreMariam, left, with US Ambassador Michael Raynor during the MOU signing whereby USAID agreed to assist local farmers in engaging in the flag carrier's program using their produce for their international in-flight meals.

ADDIS ABABA: Ethiopian Airlines and the United States forged a new partnership agreement that will help local farmers get technical assistance and access to funding to help them participate in the flag carrier's program to source locally grown produce and ingredients in preparing in-flight meals for its international flights.

Ethiopian Airlines Group CEO Tewolde GebreMariam and US Ambassador Michael Raynor signed a memorandum of understanding in which the U.S. Agency for International Development (USAID) will provide Ethiopian farmers and food producers technical assistance and access to financing in order to ensure they are able to meet the airlines' standards of quality and volume to serve its customers.

These new business linkages will help farmers and local agribusinesses reach a prominent new market and increase their revenue streams—with annual sales as high as \$10 million in total—while providing Ethiopian Airlines farm-fresh ingredients sourced directly from Ethiopia, reducing the need for foreign suppliers' processed foods for their catering services.

USAID support will help Ethiopian Airlines identify local suppliers for the list of catering materials the airline might potentially require, as well as provide support to farmer cooperative unions, youth groups, women groups and other local agriculture businesses to enable them to meet production requirements.

A U.S. government loan facility also will expand access to financing for local companies, farmer cooperative unions, and others to expand their operations as needed to meet the Ethiopian Airlines quality and supply demands.

"We deeply value our relationship with USAID and extend our appreciation to USAID for all the support. The new partnership consolidates our effort to continue providing high-quality inflight meals to global passengers while intensifying our effort in creating an enabling environment for local farmers across the value chain. We would like to maintain our partnership with USAID on a range of spheres," said Ethiopian Airlines Group CEO Tewolde GebreMariam.

Ambassador Raynor commented: "The partnership we're launching today demonstrates what's achievable when prominent businesses like Ethiopian Airlines invest in other Ethiopian businesses and individuals, resulting in truly home-grown economic success that has the potential to be a model for other sectors.

The Ethiopian and USAID agreement will run through December 2022. It's seen to help pave the way for Ethiopian Airlines and local producers and farmers groups to continue these supply linkages and partnerships into the future.



Cathay Pacific welcomes In-Principle Agreement for Hong Kong-Singapore air travel bubble

HONG KONG: Cathay Pacific says it welcomes the announcement of an in-principle agreement between authorities in Hong Kong and Singapore to set up an Air Travel Bubble between the two cities which essentially lifts travel restrictions and quarantines for their citizens.

Cathay Pacific Chief Customer and Commercial Officer Ronald Lam said Singapore has always been a popular destination for Hong Kong traveler for both leisure and business. The agreement ensures no restrictions will be imposed for citizens of both countries traveling to their capital cities.

"We are grateful to the authorities in Hong Kong and Singapore for reaching this agreement, which importantly will enable passengers travelling between the two cities to do so without any restrictions on the purpose of their travel nor with any quarantine requirements for those with negative test results," said Lam.

He described the agreement as a "milestone development for Hong Kong" and "an important first step in facilitating the resumption of regular air travel to and from our home hub."

"We look forward to receiving further information regarding the details of its implementation and will work together with the authorities to ensure a safe and secure environment throughout all stages of travel," he added.

The global aviation industry continues to reel from the lingering impact of the Coronavirus pandemic which caused flights to be grounded for months to prevent the spread of the virus.

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Etihad makes history flying first commercial passenger flight from a GCC nation to Israel

ABU DHABI: Etihad Airways, the national airline of the UAE, made history as the first GCC carrier to operate a commercial passenger flight to and from Israel, bringing Israel's top travel and tourism leaders to the UAE.

The historic flight, flown in partnership with the Maman Group, departed Tel Aviv on 19 October, operated by an Etihad Boeing 787 Dreamliner aircraft for the 3.5 hours journey from Israel to the UAE. And left Abu Dhabi on 21 October.

The flight brought a group of tourism industry leaders, key corporate decision makers, travel agents, and cargo agents, along with media to experience Abu Dhabi and the wider UAE, at the invitation of Etihad Airways and representatives of Abu Dhabi's tourism industry.

This is the latest development in a growing cooperation between the two nations following the establishment of diplomatic ties, and the signing of the Abraham Accords between the UAE and Israel in Washington D.C. on 15 September. It also follows Israeli national airline El Al's first symbolic commercial flight between Tel Aviv and Abu Dhabi on 31 August.

Mohamed Mubarak Fadhel Al Mazrouei, Chairman, Etihad



Aviation Group, described the flight as "a historic opportunity for the development of strong partnerships here in the UAE, and in Israel, and Etihad as the national airline, is delighted to be leading the way."

"We are just starting to explore the long-term potential of these newly forged relationships, which will be sure to greatly benefit the economies of both nations, particularly in the areas of trade and tourism, and ultimately the people who call this diverse and wonderful region home," he said.

As an important facilitator of trade, the flights between Tel Aviv and Abu Dhabi will also carry commercial cargo sourced from, and destined for, points across Etihad's global network, in addition to commercial guests.

Coinciding with the first commercial flight and in celebration of the recent peace accords between the UAE and Israel, Etihad has become the first non-Israeli airline in the Middle East to launch a dedicated website for the Israeli market in Hebrew.

Also available in English, the Israeli version of the airline's official website contains digital content including extensive information on Etihad's operations, product, services, and network. The site also includes an Abu Dhabi destination guide. The site can be viewed in Hebrew at www.etihad.com/he-il and in English at www.etihad.com/en-il.

Iberia introduces 'green' pushback tractors 'Motok Spacer 8600' in Madrid and Barcelona airports



MADRID: Spain's national carrier, Iberia, introduced last month Motok Spacer 8600, the so-called "green" pushback tractors, to move aircraft at its hub in Madrid and Barcelona to cut CO2 emission by as much as 23 tons annually while improving ramp safety and flight punctuality.

Iberia said the COVID-19 pandemic calls for innovative solutions and the silent tractors is a good investment at Iberia Airport Services' handling and maintenance units.

The airline said the tech-driven emissions-free tractors Motok Spacer 8600 are powered by electric 80V batteries and are operated by remote control. They can move as many as 28 narrow-bodied aircraft between charges. This category includes all the Airbus A319s, A320s, and A321s in the short- and medium range fleets of both Iberia and Vueling.

In the framework of the Iberia Airport Services' Go Up! transformation program, the handling operator has replaced 80% of its ground vehicle fleet with more environmentally sustainable equipment, while also using more energy from renewable sources, Iberia noted.



Sharjah Airport unveils \$11M East Expansion Project

Last year, Sharjah Airport, the hub for Air Arabia, welcomed 13.6 million passengers, the highest in its history. The airport connects travelers to more than 100 destinations around the world.

SHARJAH: Officials in Sharjah, one of the emirates in the UAE, recently inaugurated Sharjah Airport's East Expansion Project which creates an additional 4,000 square meters of space, part of its long-term goal of welcoming as many as 20 million passengers by 2025.

Last year, Sharjah Airport, the hub for Air Arabia, welcomed 13.6 million passengers, the highest in its history. The airport connects travelers to more than 100 destinations around the world.

Led by Sharjah Airport Authority (SAA) Chairman Ali Salim Al Midfa, SAA welcomed Sheikh Khalid bin Issam Al Qassimi, Chairman of the Department of Civil Aviation; Khalid Jasim Al Midfa, Chairman of Sharjah Commerce and Tourism Development Authority; Brigadier General Abdullah Mubarak bin Amer, Deputy Commander-in-Chief of Sharjah Police; Brigadier Arif Mohammed Al Shamsi, Executive Director of General Directorate of Residency and Foreigners Affairs in Sharjah; Adel Ali, CEO of Air Arabia Group, and Mohammed Meer, Director of the Department of Seaports and Customs, in the presence of Sheikh Faisal bin Saoud Al Qassimi, Director of the Authority.

"We are pleased to continue the drive for excellence in the aviation sector through a clear vision and with the continued support of H.H. Dr. Sheikh Sultan bin Muhammad Al Qasimi, Supreme Council Member and Ruler of Sharjah, and H.H. Sheikh Sultan bin Mohammed bin Sultan Al Qasimi, Crown Prince and Deputy Ruler of Sharjah," said Al Midfa.

The project costing AED40 million (about USD11 million) is an integrated building that includes four new gates to contribute to increasing the flow of movement. It has two floors

equipped with the latest means and travel technologies.

The area also includes food and beverage outlets, open 24 hours, offering a wide selection of goods for travelers as well as a duty-free shop. Other facilities include nine waiting areas, security scanning equipment and rooms and facilities for people with reduced mobility.

The airport's first and business class lounge was also renovated dubbed as "The Lounge." The airport's new hall can now accommodate more than 170 people, and include quiet areas for relaxation, an interactive play area for children, in addition to providing international food and drinks and 24-hour passenger service.

Munich Airport's passenger traffic fell to record low of 73% in 9 months

MUNICH: Munich Airport's passenger traffic from January to September dropped by 27 million or 73 percent compared to the same period last year due to the devastating impact of the COVID-19 pandemic.

Amid this, Munich launched in August "Restart"—a comprehensive program of adjustments and changes designed to keep the airport on a stable course and ensure that Munich Airport remains a 5-star-airport for the coming years.

Munich Airport said its passenger volume for the first nine months of the year fell to just a little over 10 million and it's likely it will cap the year with just 12 million passengers. Take-offs and landings

during the period also dropped by nearly 200,000, down by 61 percent. Its cargo volume also fell to 116,000 metric tons with the absence of belly capacity.

Against the backdrop of this never before seen challenges in the global air travel industry, Jost Lammers, CEO of Flughafen München GmbH, sees an urgent need for political action.

"Internationally differing conditions in quarantine and entry regulations are resulting in ever less mobility. The entire aviation industry therefore urgently needs a uniform and transparent set of international regulations for safe travel. Confidence in air travel must be strengthened again," he said.

Travel restrictions have had a drastic effect on traffic development at Munich Airport. In April and May, when air traffic in Munich virtually came to a standstill, the airport counted a total of only 60,000 passengers – less than one percent of the previous year's volume.

In summer, passenger volume picked up after travel restrictions within the EU were gradually lifted. But the upward trend was just momentary as restrictions were imposed anew in September to prevent the spread of COVID-19 virus.





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Vision-Box and AirAsia to implement automated identity management across 152 airports

LISBON & KUALA LUMPUR: AirAsia Group has entered into a strategic partnership agreement with global tech company Vision-Box to implement industry leading identity management technology across the airline's network of 152 airports as new travel protocols are laid-out due to the lingering Coronavirus pandemic.

A world leader in biometrics seamless travel, automated border management and electronic identity management solutions dedicated to improving the quality and security in government services, travel and border control, Vision Box will provide the next step to AirAsia's seamless touchless identification and contactless clearance traveller experience across its global market.

AirAsia was among the first airlines to adopt F.A.C.E.S (Fast Airport Clearance Experience System), the contactless facial recognition passenger processing system.

Under their partnership agreement, the following new services and solutions will be rolled out at AirAsia's network of 152 airports:

- Delivery of F.A.C.E.S (Fast Airport Clearance Experience System) - A touchless identification and contactless clearance platform designed for mobile check-in to



enhance the guest experience at the airport, improve customer brand loyalty, and be an integral part of AirAsia's overall digitization strategy.

- Network wide Digital Identity Management - A collaborative development to drive organizational data ecosystem expansion and technology enablers across AirAsia's travel and finance platforms.
- Deployment of seamless touchless and contactless experience traveller points across AirAsia's 24 travel hubs to include: Mobile Digital ID enrolment; Biometric Facial Recognition devices at check-in (FACES); Automated bag-drop self-service; Roving VPoD for temperature checks, and; Security and Boarding VPoD for seamless traveller identification and clearance.

Miguel Leitmann, the CEO of Vision-Box, described the company's partnership with AirAsia as a "powerful gamechanger for the industry."

"This collaboration is a powerful gamechanger for the industry. Partnering with AirAsia will allow Vision-Box to deliver the very best strategies that will be uniquely conceived, designed and built for the next generation of transformative identity management platforms," he said.

Javed Malik, COO of AirAsia Group, said their digital transformation strategy began two years ago but the time has come to further enhance it.

"These new technologies are integral to make flying as safe, affordable, seamless, and convenient as possible, which is critical in the COVID restricted travel environment. We are pleased to partner with Vision-Box as an industry leader in their field to deliver a major step change in touchless and contactless air travel technologies," he said.

MIA welcomes return of 22 airlines out of 100 before the pandemic struck

MIAMI: Some 22 carriers have resumed operations at Miami International Airport so far, with Air France, Avianca and Viva Air, making the latest comebacks. Before the pandemic, MIA was home to 100 passenger and cargo airlines – the most of any US airport.

The new airline restarts bring MIA's total number of passenger carriers to 22, complemented by 31 all-cargo airlines currently in operation.

Air France resumed service with three weekly flights to Paris, providing MIA with its first flights to France since the pandemic began.

Colombian flag carrier Avianca - the world's longest continuously flying airline at 100 years and counting - made its comeback to MIA on October 1 with a total of 16 weekly flights: daily service to Bogota; four weekly flights to Medellin; three weekly flights to San Salvador; and two weekly flights to Managua.



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Sanad inks US\$272M MRO deal with IAE



Mansoor Janahi

IAE, the manufacturer of V2500 engines, will offload V2500 engines for MRO services to Sanad's state-of-the-art facility in Abu Dhabi Airports Free Zone.



ABU DHABI: Sanad Aerotech, a wholly-owned subsidiary of Mubadala Investment Company, Mubadala, recently signed a new AED1 billion (about USD272.259 million) MRO deal with Pratt & Whitney and International Aero Engines (IAE).

The new agreement, which came during the Global Aerospace Summit held in Abu Dhabi, will see Sanad providing IAE with

expanded maintenance, repair and overhaul, (MRO) services for its V2500 engines, which powers the Airbus A320 family of aircraft.

IAE, the manufacturer of V2500 engines, will offload V2500 engines for MRO services to Sanad's state-of-the-art facility in Abu Dhabi Airports Free Zone.

Mansoor Janahi, Deputy Group CEO, Sanad, said the signing of the agreement comes at a critical stage in the history of the global aviation industry.

"This agreement is another testament to Abu Dhabi's established position as a reliable global centre for the aerospace industry and its state-of-the-art engineering services. With many global

companies reformulating their relationships with their partners in line with the lessons learned from the pandemic, it seems that flexibility, sustainability and the capacity to deal with crises qualifies aerospace sector in the UAE to re-enforce its position as a preferred partner for major international companies," he said.

Dave Emmerling, Vice President, Commercial Aftermarket at Pratt & Whitney, noted, "The relationship between Pratt & Whitney, IAE and Sanad is strong and we look forward to continuing to strengthen it for years to come. We expect our V2500 customers will benefit greatly from the MRO services provided by Sanad."

1.7 million Middle East Jobs will be lost due to COVID-19 & border closures



Muhammad Albakri

AMMAN: Some 1.7 million jobs in the Middle East on aviation and related industries are likely to be lost due to the COVID-19 pandemic and subsequent border closures, the International Air Transport Association (IATA) warned.

IATA said the damage being done to the Middle East aviation industry and on economies by the shutdown of air traffic owing to the COVID-19 pandemic has deepened.

New data published by the Air Transport Action Group of which IATA is a member highlighted the following:

- **1.7 million Middle East jobs will be lost in aviation and industries supported by aviation in 2020. This is nearly half of the region's 3.3 million aviation-related employment.**
- **323,000 jobs will be lost in aviation alone in 2020. This is about 46% of the region's 595,000 aviation related jobs.**
- **GDP supported by aviation in the region will fall by up to \$105 billion. This is 49% below pre COVID-19 levels.**

"This latest research highlights the urgency of restarting aviation in the Middle East. Normally aviation contributes \$213 billion to the region's GDP. Closing borders has reduced this to \$108 billion. That loss has severe consequences, not least of which is the loss of 1.7 million jobs. Governments in the Middle East must protect their citizens from COVID-19 while also protecting their livelihoods," said Muhammad Albakri, IATA's Regional Vice President for Africa and the Middle East.

To minimize the impact on jobs and the broader Middle East economy, an accelerated recovery of air transport across the region is paramount, IATA noted, which can be achieved through COVID-19 testing as an alternative to restrictive quarantine measures.

Thus far, 11 countries in the Middle East have opened their borders to regional and international air travel. However, in nine of these countries, passengers are still subject to a mandatory quarantine. This effectively stops people from travelling. IATA is calling for the systematic testing of passengers before departure. This will enable governments to safely open borders without quarantine and better support recovery efforts.

"Quarantine measures are crippling the industry's recovery and hampering its ability to support social and economic development. Testing for COVID-19 will enable the Middle East and the world to safely re-connect and recover," said Albakri.



SkyTeam Cargo names Saudia Cargo CEO Omar Hariri as its new chairman

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

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

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

Commenting on his new role as the Chairman of the SkyTeam Cargo Alliance Executive Board, Hariri said: "It will be an honor chairing the executive board of

SkyTeam Cargo, the largest alliance in the cargo industry accounting for nearly 20% of the global air cargo movement. SkyTeam Cargo with its two decades of formulation has come a long way and with its 12-member airlines reaching every corner of the globe, enjoys a vast geographic reach and connectivity between the east and west and vice versa."

"I would like to thank Shawn for his contributions during the last three years and SkyTeam Cargo Alliance and its members for giving me this opportunity. Moving forward, we will continue focusing on actively promoting and strengthening the alliance between the members and at the same time focusing on enhancing our technologically driven operational and network capability to ensure an outclass experience for our customers. With the growing demand for pharma and e-commerce, our aim is to continue exploring new markets while enhancing connectivity and efficient deliveries, further grow and strengthening the core business of our 12-member airlines."

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

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

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

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

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

Boeing appoints Marc Allen Chief Strategy Officer and names Chris Raymond as First Chief Sustainability Officer

DUBAI: The Boeing Company (NYSE: BA) has named B. Marc Allen as chief strategy officer and senior vice president, Strategy and Corporate Development, reporting to President and CEO David Calhoun while Christopher Raymond was appointed chief sustainability officer, a newly created position reporting to Executive Vice President, Enterprise Operations and Chief Financial Officer Greg Smith. Both appointments took effect on October 1

Allen, first appointed to the company's Executive Council in 2014 as president of Boeing International, will now take on responsibility for the enterprise's overarching strategy, including long-term planning; global business and corporate development; and strategic investments, acquisitions and divestitures.

He most recently served as president of Embraer Partnership and Group Operations, leading the associated business and integration teams, before terminating the partnership in April 2020. Before joining the Executive Council, Allen served in leadership positions across the enterprise as president of Boeing Capital Corporation, president of Boeing China, vice president for Global Law Affairs and general counsel to Boeing International.

As Boeing's first chief sustainability officer, Raymond will be responsible for further advancing Boeing's approach to sustainability that is focused on environmental, social and governance priorities, stakeholder-oriented reporting and company performance. He will lead a team that collaborates across Boeing's commercial, defense and services



B. Marc Allen



Christopher Raymond

businesses and its enterprise functions in support of the company's commitment to responsible and inclusive business practices and positive global impact.

Raymond first gained responsibility for Boeing's sustainability strategy in April 2020 when his role leading strategy was expanded to integrate corporate development and deepen the company's focus on environmental and social considerations.

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Almost the size of an American football field floating in the Indian Ocean, 'Obaid' is recognized by Guinness World Records as the world's largest wooden Arabic dhow



DUBAI: Adorned with the colors of the flag of the United Arab Emirates, "Obaid", which holds the Guinness World Records as the world's largest wooden Arabic dhow measuring 91.47-meter long and 20.42-meter wide, proudly sails in the Indian Ocean carrying loads of cargo.

Named after Obaid Jumaa bin Majid Al Falasi, an Emirati shipbuilder who began an apprenticeship at the age of nine in the mid-1940s, the dhow attests to the Emirati's ingenious ability to build a sturdy a handmade boat made of wood despite their desert environment devoid of trees.

The length and almost half the width of a standard American football field, floating over the Indian Ocean, hypothetically speaking, balancing this huge structure on either its bow or stern vertically would make this dhow stand almost as tall as the Big Ben in London.

Decades on from the heyday of the Creek's trading boats, a family-run yard still produces traditional hand-built vessels – and most importantly has just been recognized with the Guinness World Records title of the Largest wooden Arabic dhow.

Work on the majestic dhow started years ago, with no actual engineering vision or blueprints but was massively developed and scaled up. Local craftsmen say they own the experience, describing it as the 'art of dhow building'.

According to Majid Obaid Al Falasi, aged 52, it is not for prestige that drove him to build the largest dhow, but for his late father, Obaid Jumaa bin Majid Al Falasi.

"Our forefathers were divers, our ancestors worked in the sea, and my own father perused this craftsmanship for almost all his life. This is a gratitude to my father, and my country which always aims for the forefront positions," said Majid Obaid.

"We tried to get the longest pieces of log available. We are born as dhow builders, and can build dhows using other material, but wood keeps its identity. This achievement is just the inevitable continuation for building dhows in the world," he added.

A modern adaptation is adding steel to the wooden structure. The majestic dhow is larger and stronger than a traditional one, and will be able to carry four times more cargo in and out from Dubai's docks.

"I see it in the eyes of my son. He is passionate about what I do, and what his grandfather used to do. This is what matters, for them to be able to continue the tradition and have it transferred to the next generation," he elaborated.

The dhow stands at a height of 11.229 meters, and it weighs 2500 tonnes. It has been constructed from material sourced both locally and abroad and will have an estimated load capacity of up to 6,000 tonnes. There might be around 1700 tonnes of wood, and 800 tonnes of steel. The wood was brought from Africa, and it is mainly a jungle wood, as only nearly half of what you buy is usable.

Apart from the years of commitment and tens of dedicated skilful craftsmen, this iconic sailing vessel cost comes from the expenses of wood imports, and hundreds of thousands of nuts, bolts, screws and nails.

The dhow is powered by two 1850 horsepower engines and will used to transport cargo from the UAE to Yemen, Somalia, Sudan, Egypt, Kenya, Pakistan, India, and maybe Iraq. "At a speed of 14 knots, it will be enough for this dhow to operate and achieve its desired ROI. Who knows, you might see this dhow docking at different ports all across the world."



Upcoming Events



Airport Show Dubai Airport Security I ATC Forum

The 20th edition of Airport Show will now take place on 24-26 May 2021. It features two co-located events and introduces a new theme, "Passenger Experience"— highlighting technologies setting new standards in making airport processes more passenger driven and efficient.

It remains the regional event of reference and market leader for airport development, offering a global platform for industry stakeholders to inspire innovation, facilitate connections, accelerate partnerships and ultimately enable regional authorities to create the most advanced aviation facilities in the world.

Digital Event : 07-09 December 2020

Live Event: 24-26 May 2021 | DWTC, Dubai, UAE

bauma CTT RUSSIA

This international specialized exhibition held annually since 2000 is the biggest trade fair for the construction industry in Russia and the most important business-to-business platform in Russia, CIS and Eastern Europe. Germany's topnotch exhibition company, Messe München, one of the largest in the world, has been running the bauma CTT Russia since December 2015.

May 25-28, 2021

Moscow, Crocus Expo

MEBAA Show 2020

The MEBAA Show, the Middle East's leading business aviation platform, is set to return to Dubai. The event will showcase the latest technologies, insights and business opportunities shaping the future of business aviation in the Middle East and across the globe.

Along with cutting-edge solutions and world-class aircraft on static display, the event will demonstrate, through a conference element, the key trends affecting the industry especially following the impact of the COVID-19 pandemic. Hear from industry experts on emerging trends, challenges and innovations within the business aviation sector through workshops, dedicated pre-arranged meetings and roundtable sessions.

22-24 February 2021 | DWC, Dubai Airshow Site

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 & more than 40 exhibitors, for this action-packed event which features plenary sessions, specialized tracks, workshops & executive summits, tackling aspects related to technology & innovation, security & customs, cargo operations & sustainability.

9-11 Mar 2021 | Turkey, Istanbul

Intersec Saudi Arabia

The three-day event organized by Saudi-based ACE Group under license from Dubai-headquartered Messe Frankfurt Middle East is the Kingdom's largest trade fair for security, safety and fire protection. Saudi is the Middle East's largest commercial security, fire protection and safety market, estimated to be worth US\$9.6 billion in 2020, according to analysts 6Wresearch.

Intersec Saudi Arabia is supported by the Ministry of Interior, the Saudi Civil Defense, and the Saudi Standards, Metrology and Quality Organization (SASO). It covers the six key product sections of commercial security, information security, perimeter & physical security, homeland security & policing, fire & rescue, and safety & health.

**15-17 Mar 2021 | Riyadh International
Convention and Exhibition Centre.**

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 to 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

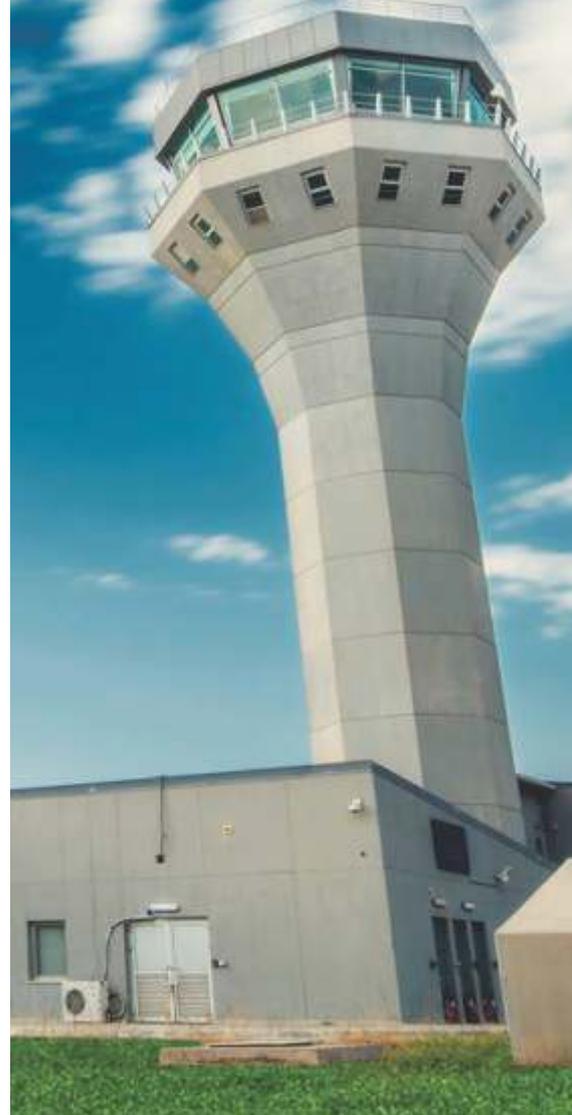
EIA looks forward to welcoming you in 2020

Located seven miles from the city centre, the airport, with its 4,800 metre runway is able to offer comprehensive facilities for passenger and cargo services.

Building on changes in 2019, EIA will offer the quickest cargo processing facilities in Iraq thanks to a wide ranging process review and investment in new technology. Full cold chain facilities are on offer to shippers alongside record clearance times.

You will find EIA and its partner in cargo and passenger handling, Dnata, willing and able to meet your cargo needs.

We look forward to welcoming you to Northern Iraq and the region of Kurdistan. It is the business gateway to the country.



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