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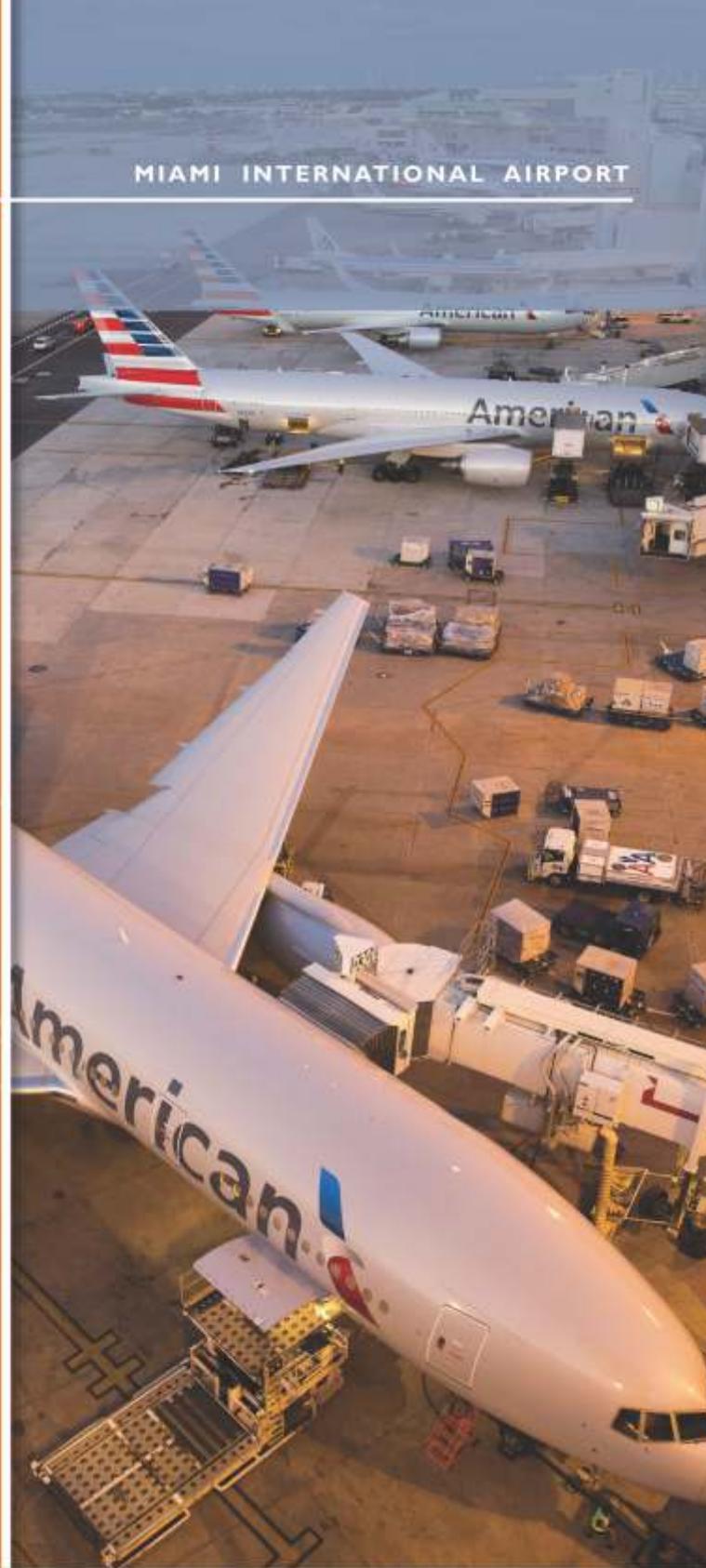
Logistics

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Critical mission

The pandemic may be lingering but the world has learned ways to adopt to its new normal. Many economies and cities have gradually opened up for business despite difficulties. New job opportunities have been created and production of various production has resumed.

Health protocols continue to be observed at public places while vaccination efforts in different countries are stepped up to prevent the spread of the virus. Getting COVID-19 vaccines regularly will likely be our new normal to protect us from getting infected or face critical health issues with new more transmissible and deadlier variants developing. This is what life is going to be until the pandemic is gone.

And to survive, we would need the unrivalled dedication of certain industries like healthcare, medical supply manufacturers, pharmaceuticals, logistics, airfreight, among many others.

Airfreight, which more than a year ago was struggling with low cargo volumes, is now seeing unprecedented workload hauling goods of every kind as the world enters the recovery phase, compounded by the need to regularly transport COVID-19 vaccines, essential pharmaceutical and life sciences products, medical supplies and e-Commerce as we enter the so-called "Ber months" leading to the holiday season.

It's indeed going to be a busy year for the industry despite its problems with belly-hold capacity with fewer airlines flying. Experts forecast this to continue until the pandemic is gone.

In this edition, we will bring you an in-depth look into the air cargo industry's future based on experts' analysis. The top 25 air cargo carriers across the world and how others are navigating through this difficult and uncertain times.

We'll also share insights on just how big of a problem cybersecurity is becoming globally and what you can do to protect your assets and people from falling victims to cybercriminals. These and more in this edition of **Air Cargo Update**.

Gemma Q. Casas
Editor-in-Chief

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Business can learn from sports



Ajay Singh
Chairman & Managing Director, Spicejet

Undia's second largest airline, Spicejet, continues to bleed just like other airlines battling difficulties facing the global aviation industry due to the lingering pandemic.

But the airline's cargo business has remarkably shoot up by more than 518% to INR 1,117.5 Crore for FY2021, giving a much needed lifeline to its overall operations.

"Much like the first wave, this time too, our cargo arm was exceptionally active and has performed extremely well transporting record quantities of supplies all across the globe. In order to provide greater focus to cargo business and raise additional capital, we will hive-off the cargo business to operate as a separate entity. The same will provide greater opportunity and flexibility in pursuing long term growth plan and strategies for the cargo business," Ajay Singh, Chairman & Managing Director of Spicejet said.

"With vaccination touching record numbers and travel demand slowly picking up, we hope that the worst is behind us but we remain extremely cautious about the future. While there is still much work and recovery to be done we have managed to reduce our net loss in Q4 through re-

structuring of our contracts which will have a significant positive impact in the long term."

Singh, of course, is best known for reviving the financially troubled SpiceJet, which he acquired in 2004. After selling his stakes, he returned to the company in 2015 and successfully turned it around to become one of India's most profitable airlines.

Born in Delhi to an enterprising family dealing with real estate and fashion accessories, Singh was exposed into business at an early age. In school, he excelled in both academics and sports. He played cricket, football and table tennis.



Singh studied textile engineering at the Indian Institute of Technology (IIT) in Delhi and later took up his Master's in Business Administration from Cornell University, an Ivy League School. While studying in the US, he served as the president of the India Association at Cornell where his interests on governance and policy-making was ignited.

In India, Singh firmly established a reputation as a successful serial entrepreneur with a passion for helping the underprivileged and inspiring people to achieve greater things in life, particularly in sports.

In February, Singh was re-elected as the president of the Boxing Federation of India, a position he first held in 2016. He continues to advocate for the improvement of boxing as a sport in India and vowed to open up its doors to more women boxers, moving forward.

"Sports inculcates the spirit of leadership and teamwork. It also teaches you how to act in adversity and press home advantages for your team. Running a business is very similar," Singh once told Outlook India.



Willie Walsh

GENEVA: The global air cargo industry grew by 8% during the first half of the year, its strongest performance since 2017, according to the International Air Transport Association (IATA).

Global air cargo industry posts strongest first half-year growth since 2017



Global demand for June 2021, measured in cargo ton-kilometers (CTKs), was up 9.9% compared to June 2019. North American carriers contributed 5.9 percentage points (ppts) to the 9.9% growth rate in June. Middle East carriers contributed 2.1 ppts, European airlines 1.6 ppts, African airlines 0.5 ppts and Asia-Pacific carriers 0.3 ppts. Latin American carriers did not support the growth, shaving 0.5 ppts off the total.

Overall capacity, measured in available cargo ton-kilometers (ACTKs), remained constrained at 10.8% below pre-COVID-19 levels (June 2019) due to the ongoing grounding of passenger aircraft. Belly capacity was down 38.9% on June 2019 levels, partially offset by a 29.7% increase in dedicated freighter capacity.

IATA said the underlying economic conditions and favorable supply chain dynamics remain highly supportive for air cargo. But noted that the US inventory to sales ratio is at a record low which means businesses have to quickly refill their stocks, and typically use air cargo to do so.

The Purchasing Managers Indices (PMIs) – leading indicators of air cargo demand – show that business confidence, manufacturing output and new export orders are growing at a rapid pace in most economies. Concerns of a significant consumer shift from goods to services have not materialized.

The cost-competitiveness and reliability of air cargo relative to that of container shipping has improved.

The average price of air cargo relative to shipping has reduced considerably. And scheduling reliability of ocean carriers has dropped, in May it was around 40% compared to 70-80% prior to the crisis.

“Air cargo is doing brisk business as the global economy continues its recovery from the COVID-19 crisis. With first-half demand 8% above pre-crisis levels, air cargo is a revenue lifeline for many airlines as they struggle with border closures that continue to devastate the international passenger business. Importantly, the strong first-half performance looks set to continue,” said Willie Walsh, IATA's Director General.

North American carriers posted the highest growth with 23.4% increase in international demand in June 2021 compared to June 2019. Underlying economic conditions and favorable supply chain dynamics remain supportive for air cargo carriers in North America. International capacity decreased by 2.1% compared with June 2019.

European carriers posted a 6.6% increase in international demand in June 2021 compared to the same month in 2019. International capacity decreased by 16.2% in June 2021 versus June 2019. Manufacturing PMIs are very strong in Europe indicating that market dynamics remain supportive for air cargo carriers in Europe.

Middle Eastern carriers posted a 17.1% rise in international cargo volumes in June 2021 versus June 2019, boosted by strong performances on the Middle East to Asia and Middle East to North America trade routes. International capacity in June was down 9% compared to the same month in 2019.

Latin American carriers reported a decline of 22.9% in international cargo volumes in June compared to the 2019 period. This was the worst performance of all regions and a weakening of performance compared to the previous month. International capacity decreased 28.4% in June 2021 compared to June 2019. This weak performance is mostly due to local airlines losing market share to carriers from other regions.

African airlines' international cargo demand in June increased 33.5% compared to the same month in 2019. This was the strongest performance of all regions, but notably on small volumes (African carriers carry 2% of global cargo). International capacity in June decreased by 4.9% compared to the same month in 2019.

Silk Way West Airlines expands footprint into Africa



BAKU, Azerbaijan: Silk Way West Airlines continues to widen its network across the world, this time to the African continent, with its newly-signed interline agreement with Kenya's Astral Aviation.

The agreement provides cross-selling benefits for both airlines by using the wide network of flights to and from Africa. Dubai's Al Maktoum International Airport, also known as Dubai World Central (DWC), will serve as their key transit point.

With which, Silk Way West Airlines will carry shipments from its network to Dubai handling it over to Astral Aviation's flight to Nairobi, where shipments will connect to their network, respectively. The inverse will occur with Astral Aviation's network with its base in Nairobi. Thanks to the carrier, its flights across the African continent will successfully connect the Silk Way West Airlines' network.

"It is another success for us having such a large network across the African continent. The benefits of this interline agreement are of great interest. In cooperation with Astral Aviation, we expand our footprint into Africa," said Johnny Rubio, Silk Way West Airlines' Chief Commercial Officer ISMEA (Indian Subcontinent, Middle East, Africa).

Sanjeev Gadhia, Astral Aviation's Chief Executive Officer, the Kenyan carrier is honored to enter an interline agreement with Silk Way West Airlines, which will enable it to reciprocate with cargoes, originating from its African network, to connect to Silk Way West Airlines' destinations.

"We will continue to forge new alliances and partnerships during the pandemic in line with our philosophy of promoting cooperation and collaboration with airlines and all members of the supply chain, as this will enable our respective clients to benefit with better options and connectivity from our respective networks," he said.

Founded in 2012 in Azerbaijan's capital, Baku, Silk Way West Airlines is now the largest cargo airline in the Caspian with a fleet of 12 Boeing 747-8F and Boeing 747-400F freighters.

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Lufthansa Cargo markets freight capacities of Eurowings Discover

FRANKFURT: Lufthansa Cargo says it has begun marketing the freight capacities of the new long-haul flights of Eurowings Discover, thus, adding further frequencies directly from Frankfurt (FRA) to the range of services it offers its customers.

Initially, routes to the Dominican Republic (Punta Cana / PUJ), Kenya (Mombasa / MBA), Namibia (Windhoek / WDH) and Tanzania (Zanzibar / ZNZ) will expand the offer.

The new Eurowings Discover flights will provide customers with two additional connections per week to Mombasa (MBA) and Zanzibar (ZNZ). From the second of August, this will be followed by further supplementary services to Punta Cana (PUJ) with a weekly frequency of three flights, as well as to Windhoek (WDH) on five days a week.

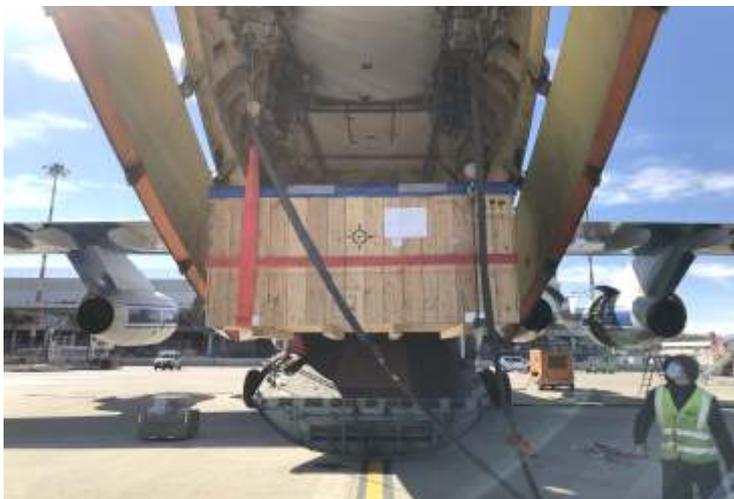
"The integration of the freight capacities of Eurowings Discover makes the offer even more attractive for our customers," said Ashwin Bhat, Chief Commercial Officer at Lufthansa Cargo. "The increasing frequencies ideally complement our existing connections and help our customers in times of still scarce capacities. We are also



pleased to be able to make a valuable contribution to the success of the new Lufthansa Airline by marketing the new Eurowings Discover capacities."

Eurowings Discover is the new tourist airline of the Lufthansa Group and a wholly owned subsidiary of Deutsche Lufthansa AG. Its first aircraft loaded with cargo took off from its home airport of Frankfurt am Main late July for its inaugural flight to Mombasa with onward service to Zanzibar.

From October, Eurowings Discover is planning further flights to Las Vegas and Mauritius. In the 2021 winter flight schedule, Bridgetown, Montego Bay and Varadero will be added with three weekly frequencies each. From November, it will expanded to five weekly frequencies to Cancún as well as to medium-haul destinations such as the Canary Islands, Egypt and Morocco.



MILAN, Italy: Some 87 metric tons of time-critical valve equipment for the Amur Gas Processing Plant Project in Russia were successfully transported from Milan, Italy to Blagoveshchensk, Russia with deugro's successful arrangement of three full-charter flights.

deugro said the flights were arranged for its client Tecnimont in a bid to hasten the shipment which would have taken 35 days if done by land. Transporting them by air via were completed in less than 20 hours per flight.

A highly specialized freight forwarder with strong focus on turnkey logistics solutions for industrial projects, deugro said it was awarded the delivery of urgent equipment directly to the project site due to the impact of COVID-19 that forced the client to switch the mode of transportation from road to air to keep up with the time schedule of the site construction.

87 metric tons of time-critical valve equipment reaches Russia in less than 20 hours

deugro's experts chose the Ilyushin Il-76, a ramp cargo aircraft which offers a large cargo hold and the ability of self-sufficient loading and offloading using the on-board internal crane system.

"One important ingredient to the success of this complex transport was the ability to organize these air charter flights with our own internal air charter desk—something that deugro has invested in by building a team of experts well-known in the industry and with a cargo airline and air charter brokerage background. Decades of experience in air chartering and a deep understanding of how it works from the airline or air charter brokerage background allowed deugro's team to arrange a flawless operation and carefully manage every last-moment challenge, which is always part of the game when it comes to arranging urgent operations by air," shared Marco Furgada, Branch Manager Segrate/Milan, deugro Italy.

All three flights needed a technical stopover due to the long distance of nearly 8,000 km between the destinations. Since all prior arrangements for offloading at the destination airport Ignatyev in Blagoveshchensk, Russia were also made by deugro with the local customs office, every batch of equipment was safely transferred onto trucks directly after offloading from the aircraft, the company shared.



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Turkish Cargo climbs up as 3rd top cargo carrier globally in June



ISTANBUL: Turkey's national airfreight, Turkish Cargo, climbed up to the third spot among global air cargo carriers based on June data released by the International Air Transport Association (IATA).

Providing service to 127 countries across the world, Turkish Cargo thanked its growing clients for maintaining its status as the fastest growing air cargo brand.



M. İlker Ayçi

"We are proud of the Turkish Cargo and its rapid flight to its goals. Managing this performance in a period of crisis is a strong indicator of our ability to overcome all obstacles in the road to success. I believe that Turkish Cargo will continue its rise and will carry our flag to the top. I extend my gratitude to all our colleagues for their contributions towards our brand's standing today. Rapid growth continues in Europe, Far East and Canada markets," said Turkish Airlines Chairman of the Board and the Executive Committee M. İlker Ayçi.

"According to IATA statistics for April, Turkish Cargo rose first place in Hungary cargo exports with 25 percent market share, carrying 1 out of every 4 air cargo shipments. The flag carrier brand also rose to second place in Switzerland in May by hauling 1,668 tons of cargo, leaving many strong competitors behind. According to cumulative data in June released by World Air Cargo Data (WACD), Turkish Cargo ranked third place in cargo exports in Canada and Malaysia," he added.

IATA said Turkish Cargo showed strong growth in June 2021 with 5.7 percent market share globally in terms of FTK, causing it to rise from 6th place in June 2020 to 3rd.

Turkey's scented roses & other rose products

Widely-known for safely transporting pharmaceuticals and perishables, the airline is also recognized for lending a strong support to Turkey's economy by carrying other products produced in the country.

Over the past 60 years, Turkish Cargo has been carrying rose products produced in Anatolia's Lake District and Isparta, considered the rose garden of the world, to various destinations such as the prominent countries in perfume and essence industry like Germany, France, China and the United States.

Roses collected during May and June in Isparta and Lake District, are turned into rose oil, rose oil solid and rose water via special processes. Meeting 65 percent of the world's demand for rose oil, Turkey is ideal for growing first class roses when it comes to quality with its favorable climate conditions.

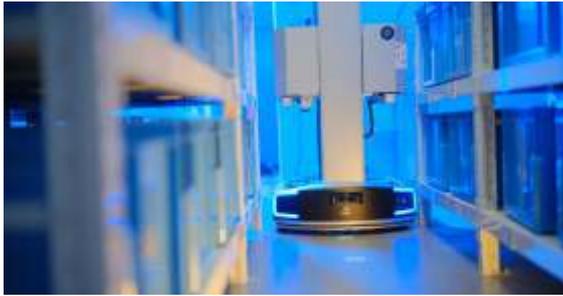
Considered as an indispensable raw material of perfume and essence industry, industrial rose products have an export capacity of EUR 10 million in Turkey. Meeting one third

of this demand, Gülbirlik (Rose, Rose Oil and Oil Seeds Cooperative) conducts 75 percent of its rose oil exports via air cargo.

Gülbirlik General Manager Hasan ÇELİK, noted: "Our mission is to further develop rose production, establish logistic and industrial infrastructure in our region and offer it to the international market as part of a national development progress. Currently we are fulfilling that by producing rose oil, rose oil solid, rose water and cosmetic products. Distinguishing themselves with their quality, long shelf life and their wide array of applications in perfume and essence industry, these products are grown on our own soil. We transport our rose products, which are an indispensable part of the world's perfume and cosmetic sectors, to outside of our borders via Turkish Cargo.

The GM said their success is intricately linked to Turkish Cargo's ability to protect delicate products like roses while being transported across continents. "One of the foremost factors of our success story since 1954 is the service quality of Turkish Cargo. The speed and wide capacity of Turkish Cargo provide a great boon for exporters like us."

Turkish Cargo vows to continue exploring innovative products & services to better serve its customers on diversified industries.



Hactl takes first robotic step to seamlessly process cargo from over 100 daily flights

stores to collect the components they need.

HONG KONG: Hong Kong's largest independent handler, Hong Kong Air Cargo Terminals Limited (Hactl) has taken its first step into robotics with the opening of a new Automated Parts Store (APS) for its giant container- and loose cargo handling systems.

The new, robotically-operated parts dispensing system enables urgently-needed spares to be quickly accessed around the clock, both for routine maintenance and in the event of occasional breakdowns.

Hactl's automated and highly complex Container Storage System (CSS) has 11 levels, is 260 m long, features a giant ULD racking system that holds 3,500 units and stores and retrieves up to 8,000 tons of air cargo per day.

Meanwhile, its automated Box Storage System (BSS) handles loose cargo, using 10,000 stillages that run on tracks between the cargo pick-up and build-up areas.

These giant machines are the beating heart of Hactl, working 24/7/365 to maintain Hactl's mission-critical operations, which often process over 100 wide-body freighters daily, and often 16 or more at the same time. Routine maintenance, as well as occasional breakdowns, employ an 80-strong team of engineers and technicians, who are constantly visiting parts

"Hactl is a mission-critical operation for its customers and the whole airport, so minimizing downtime is vital in the daily operation of our core Cargo Handling Systems. The APS robot will immediately save more than 1,500 man-hours per annum, while a mobile app that enables technicians to order spare parts from any location will also be introduced in due course, further improving our efficiency," said Hactl Chief Executive Wilson Kwong.

"This is also an important technological step for Hactl. The experience we are gaining in designing, implementing and operating this facility will prove invaluable in enabling us to identify other suitable applications for robotics within our large-scale operations, and then produce tech-led solutions," he added.

The previous, manual parts requisition process required technicians to visit the main parts store in the terminal to collect components such as sensors, switches and lamps for replacement. Requisitions were recorded in a logbook, which the parts store staff later used to update stock levels. These parts store staff also had to conduct manual inventory cross-checks every week: a time-consuming task with the potential for error or oversight.

The new APS features an automated robot that manages more than 200 multi-compartment bins, housing all of the most commonly-used spare parts. On visiting the APS, technicians simply scan the code for the relevant parts, and input quantities needed, via a user terminal. The robot then takes the shortest route to retrieve the parts and serve them to the waiting technician.

The APS robot weighs around 270kg, and can lift up to 40kg. Although the APS is a "no-man" zone with 24-hour CCTV surveillance coverage, the robot is fitted with intelligent sensors to avoid any potential collision with personnel or property. The robot automatically re-charges itself at its home station whenever it is inactive.



UPS expands fleet with electrically-assisted cycles set for unveiling at Expo 2020 Dubai

wheeled e-assist quadricycle, arrived at Dubai International Airport to be used for demonstration and training at Expo 2020. UPS will use several of these eQuads and its three-wheeled Rytle eBikes to serve the logistics needs of participating countries and visitors during the six-month event.

"UPS is bringing best practices to Expo 2020 and we're excited to provide logistics deliveries onsite with eCycles during the event," said Alan Williams, UPS vice president for Expo 2020 Dubai.

These new vehicles build on UPS's growing fleet of sustainable delivery solutions that improve air quality, decrease congestion and reduce emissions. They're also closely aligned with the country's UAE Circular Economy Policy 2021-2031 and the UAE Green Agenda 2030.

These eCycles are ideal for navigating dense, highly trafficked areas. Trained riders will operate between the five UPS customer counters, country pavilions and onsite warehouse to deliver packages, documents and goods for replenishment. Zero-emission vehicles like these are a key part of UPS's commitment to helping create a carbon neutral future.

The eCycles developed in partnership with Fernhay and Rytle are specifically designed to improve efficiency, rider ergonomics, speed and agility onsite, while also reducing environmental impact.

"We're optimizing our fleet with innovative solutions that enhance future use cases," said Luke Wake, UPS vice president of fleet maintenance and engineering. "With continuous investments in alternative fuel technology, we really are moving our world forward by delivering what matters – a cleaner and safer network ... and planet."

DUBAI: As the Official Logistics Partner of Expo 2020, UPS is expanding its onsite fleet with electrically-assisted cycles (eCycles), getting back to its roots—bikes—more than a century later.

In 1907, two teenagers with one bicycle between them started a business running errands, shuttling notes and telegrams and making home deliveries. Eventually, their small messenger business grew to become what is now UPS.

In April, the company's newly updated Fernhay eQuad, a four-



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Trukkin raises \$7 million in Series A funding round

DUBAI: The logistics and supply chain startup Trukkin has secured an investment of 26 Million SAR (about USD7 million) for its Series A funding round.

Saudi-based Emkan Capital led the investors with Impact46 Seed Fund, Taya Group and other strategic investors joining in.

Founded in 2017 by former Barclays banker Janardan Dalmia, Trukkin is a leading aggregator that digitizes the process of matching shippers with truckers to bring about transparency, reliability and efficiency to the logistics industry.

Trukkin also works towards building fintech solutions for payments, insurance, and financial

services. These solutions lay the groundwork for more financial inclusion for the unbanked and increase much needed transparency and efficiency for suppliers.

"I'm very proud of the team and the growth we've achieved over the course of the last year as we expanded into Pakistan and grew revenues despite the difficult environment presented by COVID. We are excited to close the round with strategic investors like Emkan Capital and Impact46, it confirms our vision of creating a world-class regional aggregation platform to enable logistics for the shippers and transporters," said Dalmia.

Since the company's successful launch in Pakistan, Trukkin has continued to invest in technology and expand its services to newer markets while deepening its presence further in Saudi Arabia and the United Arab Emirates.

Ghassan Alosbhan, GP at Emkan Capital, said the company has shown remarkable performance within a short time frame, noting, "It's core team with over 200+ years of combined industry experience have showcased their expertise in not only navigating but driving growth during the pandemic. We look forward to supporting Trukkin, in serving hundreds of corporate clients and individual shippers as they aggressively look for expansion and growth in reach, capability and business volume."

Dalmia said he sees "enormous growth potential in the logistics industry in the MENAP (Middle East and Pakistan)" with the size of the market estimated to be valued at more than US\$50 billion.

Rhenus expands in Poland with acquisition of C. Hartwig Gdynia

BERLIN: The Rhenus Group is expanding its presence in Poland, kick-starting with the acquisition of Polish freight forwarding and logistics company C. Hartwig Gdynia.

The takeover is being carried out by OTL Group subject to the approval of antitrust authorities by October 2021.

With the acquisition, Rhenus is strengthening its global Air & Ocean network and expanding its position in Eastern Europe. Nine key cities in Poland—Warsaw, Krakow, Lodz, Wroclaw, Poznan, Gdansk, Stettin, Kattowitz and Koroszczyn as well as three international locations—Hamburg, Felixstowe and New York complement Rhenus' operations across Poland, Germany, Great Britain and the USA.

"With C. Hartwig we can not only complement the existing network in a meaningful way, but also open up new markets with new locations," emphasizes Tobias Bartz, member of the Rhenus Executive Board. adds Tobias Bartz.

C. Hartwig is one of the leading companies in the Polish transport, forwarding



and logistics market with focus on sea and air freight as well as land transport. The company is also active internationally and offers customers and clients solutions for multimodal transports, warehousing and project logistics.

The Rhenus Group is one of the leading global logistics service providers with an annual turnover of EUR 5.4 billion. The company has 33,500 employees worldwide at 820 locations.



Dubai Customs and DP World introduce automated export Exit/Entry certificates

Certificates initiative in cooperation with DP World, which comes within Dubai Customs' plans to automate customs procedures and leverage advanced technology to reduce customers' time and cost in a way that supports commercial operations and enhances Dubai's global trade position. Our aim is to fulfil the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President, Prime Minister and Ruler of Dubai, to boost Dubai's foreign trade to AED 2 trillion in the coming years," commented Ahmed Mahboob Musabih, Director-General of Dubai Customs.

The COVID-19 pandemic has accelerated innovation and digitalization Dubai Customs was at the forefront of this drive.

DUBAI: To enhance the export cargo load process at Jebel Ali Port, the biggest in the Middle East and among the world's busiest ports, Dubai Customs has joined DP World, UAE Region, the leading enabler of smart trade, in launching last month the Automation of Exit/Entry Certificates for all types of exported goods.

On average, 700 documents are stamped daily or more than 250,000 annually, at the Customer Service Centre of Jebel Ali. The issuance of Exit Certificate Automation eases the process of refund claims submission at Dubai Customs, saving time and money, and expediting export transactions.

"We are pleased to launch Automation of Exit/Entry

Abdulla Bin Damithan, CEO and Managing Director, DP World - UAE Region and Jafza, noted: "The Automation of Exit/Entry Services in collaboration with Dubai Customs will play a significant role in mitigating the unprecedented challenges in the supply chain due to the COVID-19 pandemic. Contactless is the way forward and we hope to be flagbearers of this change in the business community as it will help to reduce operational strain and costs involved, while creating a safe and secure environment. Moreover, our end goal is to offer satisfactory services to our customers. We were thrilled with the appreciation this initiative received during a pilot session."

The initiative will speed up the refund process as customers can now submit refund claims immediately after loading vessels' departure. The wait time for physical documents for submission has been eliminated.

Jebel Ali Port ships 4 mega polyethylene reactors

DUBAI: Jebel Ali Port has successfully processed the shipment of four mega polyethylene reactors, one of the largest cargo projects loaded in a container ship in the Middle East weighing 227 tons, thanks to the help of more than 100 cargo and other specialists across the entire supply chain and careful tactical floating crane operations.

Jebel Ali Port, one of DP World, UAE Region's flagship facilities, is one of the busiest in the world and the largest in the Middle East.

The shipment, in collaboration with the CMA CGM Group, a world leader in shipping and logistics, was bound for Rotterdam in the Netherlands.

The shipment was handled with the help of a floating crane from Drydocks World, a DP World Company, and was loaded on two consecutive sailings. In total, 839 tons of cargo, measuring 35 meters in length, 7 meters in height, and 7 meters in width, were transported, occupying 424 TEU slots.

"We firmly believe in constantly reinventing to meet the requirements of this dynamic market and our clients' needs. The innovative solutions Jebel Ali Port offers make it the most preferred destination in the region. As one of the largest in the Middle East, the port enables trade and offers seamless connectivity to more than 3.5 billion consumers. Our collaboration with the CMA CGM Group, and the completion of this operation underscored the importance of DP World, UAE Region's advanced capabilities, reaffirming the faith of key players in the industry," said Shahab Al Jassmi, Commercial Director of Ports and Terminals - DP World, UAE Region.



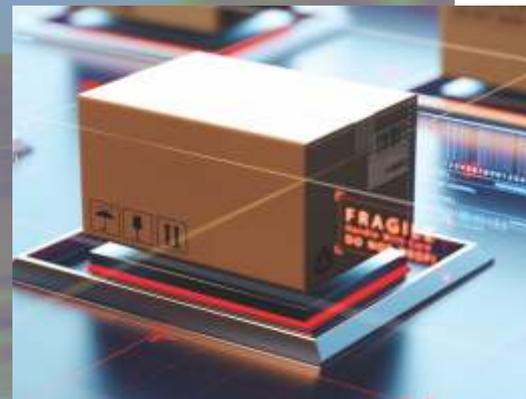
Romain Vigneaux, Dubai Agency General Manager, CMA CGM Group, added: "This shipment is a milestone achievement for Jebel Ali, and the container sector in the UAE. It testifies our expertise in shipping highly technical projects, while offering key advantages such as regular and reliable sailings with high-frequency and fast transit time. Thanks to the support of DP World, UAE Region, and its flagship port, we were able to load and transport the project cargo efficiently."

Jebel Ali Port is known for its multimodal connectivity, complemented by extensive logistics facilities. Its offerings such as assembling, warehousing and transport management, manufacturing and fabrication facilities, turnkey operations, and logistics solutions make it a premier gateway, connecting more than 150 ports worldwide.

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Rosy outlook

for air cargo industry
as world battles pandemic

By Gemma Q. Casas



"Cargo is performing very strongly. It has been a very good first half of the year, with cargo ton-kilometers up 8% compared to 2019. And for the month of June, it was nearly 10% up on 2019. So cargo is leading the way in terms of recovery. This strong performance demonstrates how critical cargo is to keeping global supply chains moving at the moment. And I think you've got to give credit to airlines who have been able to pivot their passenger operations to supply cargo capacity, particularly at a time when cargo traveling by sea has seen significant disruption."

- Willie Walsh
IATA Director General



The pandemic has shattered so many lives and economies. And its longer-term effects for people and businesses, for better or worse, are irrevocable, leaving us with no option but to adopt to our new normal and the evolving challenges.

When the Coronavirus spread worldwide, the global air cargo industry became the lifeline of humanity, transporting vital medical supplies and other essentials to save lives while the many people behind their operations are risking their own. Its role continued this year with the additional responsibility of flying billions of COVID-19 vaccines across continents which the International Air Transport Authority (IATA) dubbed as the "mission of the century."

So far, more than 4.54 billion doses have been administered globally with about 30.4% of the world population receiving at least one dose of COVID-19 vaccine, according to various reports. By the end of this year, more than 11 billion doses would have been manufactured.

COVAX or the COVID-19 Vaccines Global Access, a worldwide initiative aimed at providing for an equitable access to COVID-19 vaccines directed by GAVI, the Vaccine Alliance, the Coalition for Epidemic Preparedness Innovations, and the World Health Organization, has delivered more than 188 million doses to 138 countries to date.

By early 2022, COVAX hopes to distribute 2 billion doses to poor income nations, funded by G7 countries and other donors. Their efforts, however, remain heavily challenged due to financial constraints, poor health infrastructure and systems as well as the emergence of new COVID variants disrupting global recovery.



CARGO MILESTONES

The global air cargo industry ended 2020 with \$128.2 billion in revenues, a new all-time high, amid a surge on rates resulting from limited cargo capacity, even as there remains, on the other hand, a high demand for air cargo goods and e-commerce shipments.

"As a result, air freight rates were 55.9% higher in 2020 overall compared to 2019, at 2.79\$/kg. Combined with the relatively resilient outcome in air cargo volumes (down 9.1% year-on-year in 2020), this means revenues from transporting goods by air rose by 27.2% in 2020. At \$128.2bn, this is a new all-time high. This far offsets the fall in passenger traffic, but still provides needed support to airlines that were able to operate cargo flights," IATA pointed out in its newly-released World Air Transport Statistics 2021 (WATS).

Many airlines whose passenger planes remain grounded due to the pandemic and travel ban opted to convert some aircraft to freighter use yet their combined capacity were still not enough to meet the surge on air cargo demand.

"The lack of available passenger aircraft meant that air cargo capacity was not sufficient to accommodate the rapid rebound in demand. Indeed, despite airlines increasing freighters capacity and converting passenger aircraft to freighters, industry-wide available cargo ton-kilometers (ACTKs) fell 21.2% year-on-year in 2020. This led to a capacity crunch, with the industry-wide cargo load factor up 7.1 percentage points to 53.9%. This is the highest value in the IATA series started in 1990," WATS said.

By end-2020, industry-wide cargo ton-kilometers (CTKs) had returned close to pre-crisis values, IATA said. But noted that the yearly decline in cargo demand (CTKs) was still the largest since the Global Financial Crisis in 2009, at a sizeable 9.7% year-on-year in 2020.

The high demand for air cargo services is carried through 2021 with the first half of the year seeing 8% growth, the industry's strongest half performance in four years.



“Air cargo is doing brisk business as the global economy continues its recovery from the COVID-19 crisis. With first-half demand 8% above pre-crisis levels, air cargo is a revenue lifeline for many airlines as they struggle with border closures that continue to devastate the international passenger business. Importantly, the strong first-half performance looks set to continue,” Willie Walsh, IATA’s Director General, said in a statement.



Cargo business has indeed created opportunities for many struggling airlines, some accounting for as much as 49% of their revenues in 2020.

TOP CARGO AIRLINES

In 2019, cargo carriers faced declining volumes amid the US and China trade war, resulting to low production and demand among major exporters and importers of various products.

But a reversal of fortune occurred in 2020 with demand for air transportation shooting up at an all-time high to carry disposable face masks, oxygen cylinders, ventilators, personal protective equipment (PPE), among many other medical supplies and equipment needed at hospitals worldwide to treat millions of people infected with the virus.

Masks alone account for a huge proportion of the cargo hauled in 2020 estimated at nearly 2 billion. According to studies, the global market for disposable masks grew exponentially to 396.6% in 2020 and this year to 18.2%. The market and intelligence

Top 25 Airlines: Ranked by Cargo Traffic Source: WATS - 2021

1	Qatar Airways	13,740	1	Federal Express	9,390	1	Federal Express	19,656
2	Federal Express	10,266	2	United Parcel Service	7,353	2	United Parcel Service	14,371
3	Emirates	9,569	3	Air Transport International ⁽²⁾⁽⁴⁾	1,374	3	Qatar Airways	13,740
4	Cathay Pacific Airways	8,137	4	Atlas Air ⁽⁴⁾	1,084	4	Emirates	9,569
5	Korean Air	8,091	5	China Southern Airlines	996	5	Cathay Pacific Airways	8,137
6	Cargolux	7,345	6	Kalitta Air ⁽²⁾⁽⁴⁾	990	6	Korean Air	8,104
7	United Parcel Service	7,017	7	SF Airlines	934	7	Cargolux	7,345
8	Turkish Airlines	6,958	8	Air China	838	8	Turkish Airlines	6,977
9	China Airlines	6,317	9	United Airlines	687	9	China Southern Airlines	6,591
10	China Southern Airlines	5,595	10	China Eastern Airlines	679	10	China Airlines	6,317
11	Air China	5,283	11	ABX Air ⁽²⁾	491	11	Air China	6,121
12	AeroLogic ⁽¹⁾	4,870	12	Shenzhen Airlines	469	12	Atlas Air ⁽⁴⁾	5,458
13	Lufthansa ⁽⁴⁾	4,827	13	CargoJet	439	13	Kalitta Air ⁽²⁾⁽⁴⁾	5,211
14	AirBridgeCargo Airlines	4,609	14	Hainan Airlines ⁽¹⁾	341	14	AeroLogic ⁽¹⁾	4,870
15	Atlas Air ⁽⁴⁾	4,374	15	Delta Air Lines	339	15	Lufthansa ⁽⁴⁾	4,828
16	Kalitta Air ⁽²⁾⁽⁴⁾	4,221	16	Aeroflot Russian Airlines	304	16	AirBridgeCargo Airlines	4,609
17	Singapore Airlines	4,156	17	American Airlines	300	17	Singapore Airlines	4,156
18	EVA Air	3,888	18	Xiamen Airlines	285	18	United Airlines	3,950
19	Asiana Airlines	3,586	19	Sichuan Airlines ⁽¹⁾	283	19	EVA Air	3,888
20	Polar Air Cargo ⁽⁴⁾	3,438	20	All Nippon Airways ⁽⁴⁾	283	20	Asiana Airlines	3,601
21	Ethiopian Airlines	3,393	21	China Postal Airlines	272	21	Polar Air Cargo ⁽⁴⁾	3,478
22	United Airlines	3,263	22	Shandong Airlines	257	22	Ethiopian Airlines	3,394
23	KLM ⁽⁴⁾	3,025	23	Japan Airlines	254	23	All Nippon Airways ⁽⁴⁾	3,172
24	All Nippon Airways ⁽⁴⁾	2,890	24	LATAM ⁽⁴⁾	242	24	KLM ⁽⁴⁾	3,025
25	Silk Way West Airlines	2,876	25	IndiGo ⁽¹⁾	200	25	Silk Way West Airlines	2,876

firm, Research and Markets, estimate the mask industry to reach US\$28.8 billion in value by 2027.

The pandemic kept many cargo airlines busy throughout 2020. Topping the list measured in terms of scheduled cargo-ton kilometers were two American-based cargo and logistics firms – Federal Express (19.7 billion CTKs) and United Parcel Service (14.4 billion CTKs).

FedEx saw its revenues surged during the period with huge demand for business-to-business shipments and US domestic package services. UPS saw its FY 2020 revenues rose 14.2 percent to \$84.6 billion in 2020.

Qatar Airways (13.7 billion); Emirates (9.6 billion), and; Cathay Pacific Airways (8.1 billion) ranked 3rd, 4th and 5th, respectively in terms of CTKs hauled in 2020, according to WATS 2021.

ENGINE FOR ECONOMIC RECOVERY

Global economic recovery efforts are ongoing everywhere across many countries and cities as new challenges emerge with the devastating impact of the more transmissible Delta variant that originated from India. Nonetheless, the International Monetary Fund (IMF) said its earlier forecast of 6% global economic growth remains unchanged for now. It however noted a widening gap among countries in reaching that target.

“Divergences in policy support are a second source of the deepening divide. We are seeing continued sizable fiscal support in advanced economies with \$4.6 trillion of announced pandemic-related measures available in 2021 and beyond. The upward global growth revision for 2022 largely reflects anticipated additional fiscal support in the United States and from the Next Generation European Union funds.

Qatar Airways (13.7 billion); Emirates (9.6 billion), and; Cathay Pacific Airways (8.1 billion) ranked 3rd, 4th and 5th, respectively in terms of CTKs hauled in 2020

Source: WATS 2021



“On the other hand, in emerging market and developing economies, most measures expired in 2020 and they are looking to rebuild fiscal buffers. Some emerging markets like Brazil, Hungary, Mexico, Russia, and Turkey have also begun raising monetary policy rates to head off upward price pressures. Commodity exporters have benefited from higher-than-anticipated commodity prices,” the IMF said in its latest global economic outlook.

The success of global economic recovery is largely contingent upon how fast the world can vaccinate everyone on the planet. And there lies the important role of the air cargo industry and others in the aviation sector.

The Montreal-based Airports Council International (ACI) World said air cargo remains an important engine of economic growth and plays a crucial role in the ongoing fight against the pandemic while facilitating the recovery phase.

It noted that many airports have managed to sustain or even grow their cargo operations during the pandemic, which has proven crucial in providing liquidity for airport operators and in some cases, even ensured the longer-term solvency of the airport business.

ACI had since published a complimentary report to help airport operators develop successful cargo strategies that can contribute to the sustained recovery of the industry by developing alternative revenue streams.

The ACI report, titled Developing Cargo at Airports guide has been prepared in collaboration with – and sponsored by – Netherlands Airport Consultants (NACO) and InterVISTAS. The guide includes inputs from global airports and air cargo industry experts.



Luis Felipe de Oliveira

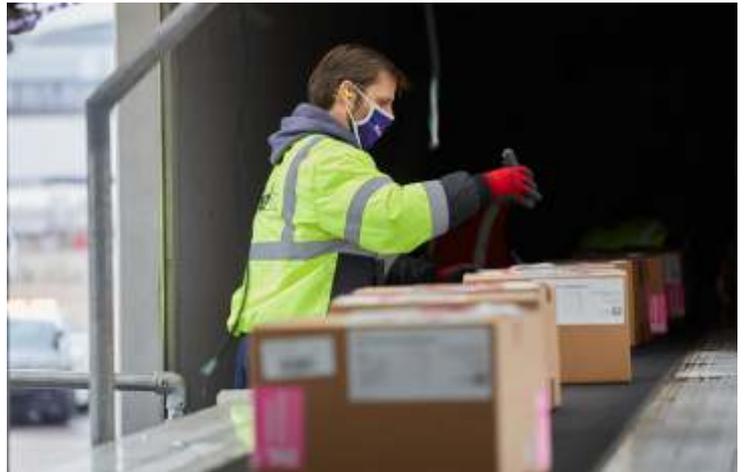
“As airports come out of the pandemic and look to ensure long-term financial sustainability through the diversification of their revenue streams, cargo is an important area to be explored,” ACI World Director General Luis Felipe de Oliveira said. “A clear cargo strategy will help further airports’ understanding of the current landscape and opportunities, as well as build a robust business plan for the future.

“Cargo continues to be critical to global recovery through the supply of goods – such as medicine, medical equipment, and most recently, vaccines – and play a key role in supporting the communities we serve.

“This guide has been developed leveraging NACO’s extensive expertise and understanding of the air cargo market, and equally integrates the experience and lessons learned from ACI airport members. These inputs, which are highly appreciated, have been invaluable to establishing a comprehensive landscape of the cargo value chain and understanding of the key elements of a robust airport cargo strategy.”

ACI said the report envisions to enable airports that are not currently tapping into the potential of cargo to better understand and identify opportunities and help those airports that currently have extensive cargo operations with the re-formulation of their cargo strategy where needed.

Specifically, the guidance highlights the importance of analyzing current data (i.e., market trends, stakeholders’ perspective and cargo demand and supply), developing a clear cargo vision and cargo master plan, and ensuring the capabilities and infrastructure that create a lasting benefit.



“Airports need to manage many aspects to deliver a successful cargo strategy and we hope this report can be an invaluable tool in supporting them throughout the process,” NACO-InterVISTAS Director Esther Kromhout said.

“We believe that having a long-term strategy is crucial to inform infrastructure investment and guide operations improvement – allowing airports to collaborate effectively, deliver value and drive positive impact; whether that’s meeting Net-Zero commitments or driving digitalization that provides greater cost and operational efficiencies for customers.”



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Cultivating 'CYBERSECURITY' culture among employees is best defense against cyber attacks

By Gemma Q. Casas

Cybersecurity attack damages in 2020 was estimated at \$1 trillion. But this year, Cybersecurity Ventures, the world's biggest research cybersecurity firm, forecasts the global cybercrime damages to reach \$6 trillion. And over the next five years, it would rise to \$10.5 trillion as cybercriminals become more aggressive and sophisticated against the backdrop of a more digital world.

The digital world has ushered in a new era of speed and efficiency but it also has vulnerabilities exploited by sophisticated invisible enemies in the cyberspace, ready to launch an attack at every opportunity in exchange for huge sums of money.

Taking advantage of the situation when the world is reeling from a devastating pandemic, more cybercrimes were committed and reported against businesses causing massive disruption to their operations worldwide.

Last May, the largest petroleum pipeline operator in the US, Colonial Pipeline, paid a group of Eastern European hackers, the Darkside, \$5 million in ransom after the company's system was embedded with a ransomware using just a single leaked password. The incident disrupted fuel supply in the East Coast for several days, causing panic-buying, shortages and fuel price spikes in some states.

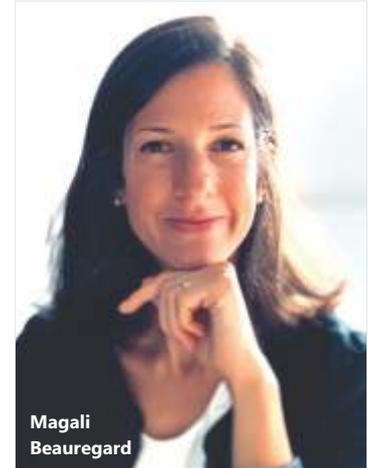
In the global cargo industry, cargo theft is a recurring problem. But in recent years, forwarders and shipping companies have fallen victims to cybersecurity attacks. In 2019, Maersk, one of the world's leading shipping firms, experienced cybersecurity attack, forcing it to buy 4,000 servers and 45,000 PCs almost overnight to keep its operations running.

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Matthieu
Petot



Magali
Beauregard

Game-Changer Tech Trends

For three days this month, more people in the air cargo industry, as well as freight forwarding, airlines and aviation, got the chance to learn more about technologies and how they can utilize it to promote business growth through CargoAi's first webinar, Summer Tech, held on 3-5 August 2021.

"At CargoAi, our raison d'être has always been to digitalize air freight in a simple and human way. This Tech Summer is the concrete manifestation of this desire. Our ambition is to make Tech accessible to everyone by providing advice, explanations and a platform for exchanging best practices on the subject," said Matthieu Petot, Founder & CEO of CargoAi, a CargoAi, an online platform offering air cargo digital solutions to freight forwarders, airlines and GSAs.

There's no doubt the air cargo industry is heading for major digitalization changes and companies must actively engage on this path to survive and thrive.

Ricardo Pilon, VP-Strategic Solutions, Aviation Strategies (Member of the Board of Advisors, CargoAi), one of the speakers at the event, told Air Cargo Update the game-changer technologies are already being utilized in the industry and will eventually become the norm to have the best results and promote business growth.

"Ultimately, for operators (and FFs) an enterprise cargo management center that aggregates all functions and allows data-centric business management and optimization. This will have the best result when the industry itself embraces digital data supply chains," said Pilon.

"It includes steering operations and sales, pricing, and capacity decisions based on recommendations about where to enable trade around which customers, source markets, and products through digital procurement and service product distribution. Different bits and pieces of this can be delivered, depending on companies' business and consequently digital capability priorities. But aggregation of all business areas to function more dynamically and prescriptively will be key. And a game-changer enabling improved customer success and ultimately world trade," he added.

Magali Beauregard, Chief Commercial Officer, CargoAi, said a number of disruptive technologies will inevitably impact the airfreight industry and it behooves stakeholders within it to prepare and adopt the necessary changes.

"A number of disruptive technologies will impact the airfreight industry in the long run. However, the technical debt that manifests in our industry through legacy systems, outdated messaging types, heavy and manual ways of operating first need to be overcome and



In the global cargo industry, cargo theft is a recurring problem. But in recent years, forwarders and shipping companies have fallen victims to cybersecurity attacks. In 2019, Maersk, one of the world's leading shipping firms, experienced cybersecurity attack, forcing it to buy 4,000 servers and 45,000 PCs almost overnight to keep its operations running.



Ricardo Pilon



Francois Xavier Gsell

transformed as a priority," she said.

"There is a clear need to reduce and replace the web of legacy technology with more modern applications where possible and embrace the "hyper connect" API mindset. We're proud to be contributing to the IATA ONE Record initiative as API are the foundation for any modernization efforts and the true benefits will truly unlock once there is API standardization – and adoption- within the industry."

Cybersecurity Culture

In our new normal where remote work and online business transactions have become ubiquitous, cybersecurity issues are on top of agenda among companies. There are protocols to be observed and followed at all times. But still, lapses cannot be underestimated.

Francois-Xavier Gsell, Chief Technology Officer of CargoAi, said the risks will always be there and the best defense is to educate staff about the cybersecurity threats lurking out there and how they can help protect their company's assets.

"There will never be a purely technological answer that brings risks down to Zero; while the new techniques and tools like IoT that are adopted across the industry can help improve your security posture as well as efficiency, they can also become a vector for further attacks. While putting in place suitable security systems and procedures is essential, the first—and often overlooked—step is to develop a cybersecurity culture that gives employees

knowledge around the threats that they are facing," Gsell explained.

"Employees at all levels will often experience situations about balancing between the risk of those threats and the efficiency of a process. So this culture must help employees understand the threats better so that they may be better judges when needed. At the same time, a better understanding of the threats leads to better acceptance of the constraints from security policies, therefore allowing them to be more aggressive," he added.

Improving business model execution through workflows and hiring the right people for the job help companies embrace digitalization, thus, improve performance and help staff handle possible digital threats.

"In the short term, we improve business model execution through workflows to allow the opportunity for digitization to be successful. In our overall approach though, we are helping companies in crafting their desired future market position using global megatrends to elevate the thinking in required strategic capabilities. We then assess company readiness to implement components of these capabilities using digital technology based on a balance between corporate and industry priorities. And first things first: Accelerating the performance through improved distribution through real-time connectivity is the immediate objective," shared Pilon.

Petot, for his part, said: "For us, it starts by creating our organization with the right people, culture, technology and strategy and ensuring that the CTO and its team become trusted business partner. As a young organization, we don't need to adapt as much as advocate and support the industry with its digitization efforts moving forward. We're part of the IATA One Record working group and we're keen to expand our contribution via regular exchange with this industry, whether it's via similar Tech Summer events or any other format moving forward."



Astral Aviation: Reaching the unreachable

Air Cargo Update took a bold step to enter this niche publication more than 20 years ago. It was a remarkable journey of ups and downs as the air cargo industry swung back and forth to the demands of the day punctuated by today's unforeseen Coronavirus pandemic impact.

To mark our historic journey, we'll bring you some of our best features from the past, the movers and shakers of airfreight, their insights and decisions that shaped the industry.

In this edition, we rewind our interview with Sanjeev Ghadia, Founder & CEO of Astral Aviation, as he traces the airline's remarkable journey in the industry and its noble mission of reaching the unreachable and connecting the disconnected in the vast African continent.



Astral Aviation

Reaching the unreachable

Africa, Kenya in particular, has long been familiar with the name Astral Aviation. It's been the region's reliable air freight company that communities and businesses depend on to safely transport relief aid and cargo for the past 18 years.

Africa's need to connect to the rest of the world, even its remotest parts, inspired a UK-educated Kenyan-Indian entrepreneur to venture into air freight industry. State-owned freight carriers in Africa just came out in recent years leaving the private sector to handle humanitarian missions and open up opportunities for African entrepreneurs seeking business across the globe.

"My inspiration was derived on the challenge to access the inaccessible, connect the disconnected, and reach the unreachable," Sanjeev Gadhia, founder and CEO of Astral Aviation told **Air Cargo Update** in an email interview.

Gadhia, a banker by profession, first set up a logistics company in Kenya at age 25 after earning his degree in London. Seeing the African communities' need to be connected, he decided to set up Astral Aviation and his gamble paid off.

"Aviation plays an important role in trade and development in Africa, however, the reality is that Africa is fragmented due to its size and number of countries which make up the continent," explains Gadhia.

"During the past 18 years, we have uplifted the lives of various communities in Africa, whether it is exporting their flowers, vegetables and fish to the markets of Europe, or importing medicines & humanitarian

“Astral Aviation is a fairly small airline in Africa. However, we have some big plans for the region. We uplifted approximately 40,000 tons of cargoes in 2017 and expect a similar tonnage in 2018



cargoes to communities, who are at life's edge," he proudly says.

Great challenges

Serving Africa early on has been very tough for any air freight carrier, including Astral Aviation, due to violence, sectarian and tribal conflicts, lack of infrastructure, bureaucracy & unstable governments.

Gadhia said South Sudan and Somalia were among the countries in Africa extremely difficult to serve in the early years because of violence and security issues.

"We had several challenges coming from the private sector, such as lack of regulations, infrastructure, comp-

liance & bureaucracy in some of the regions we operated in," he said.

"By far the biggest challenges were the political and security risk which we encountered in very difficult regions such as South Sudan and Somalia, when we commenced our scheduled flights over 8 years ago, although the present situation is very safe," he added.

South Sudan only became an independent country in 2011. It has the third largest oil reserves in Sub-Saharan Africa and is also rich with petroleum, iron ore, copper, diamonds, zinc, tungsten, among other minerals and natural resources.

But despite its vast natural

resources, it remains one of the world's most underdeveloped with high illiteracy rates.

After decades of civil unrest, Somalia, on the other hand, is slowly rebuilding itself. It has the largest population of camels in the world actively traded across the region.

Up for expansion

Last year, Astral Aviation handled 40,000 tons of cargo and expects to handle similar volume by end-2018. But the company has bigger plans for the coming years with the help of its new shareholder NAS/Network Airline Services which has offices in over 30 countries around the world.

"Astral Aviation is a fairly small



airline in Africa. However, we have some big plans for the region. We uplifted approximately 40,000 tons of cargoes in 2017 and expect a similar tonnage in 2018," shared Gadhia.

Astral Aviation currently has a team of 60 employees. In addition to its head office in Nairobi, Kenya, it also concurrently hold offices in Tanzania, Uganda, Rwanda, Somalia, South Sudan, Comoros and Mozambique.

"We are expanding our fleet by acquiring B737F and B767F in 2019 with new destinations intra-Africa and also to and from DWC. We are setting up a hub in West Africa in 2019 and in South Africa in 2020 which will enable us to implement our Pan African vision of having three hubs in Africa which will cover 60% of the continent," shared Gadhia who noted that their biggest market remains the intra-African market.

Additionally, the company is also exploring business opportunities in using commercial drones for cargo which would enable even the remotest parts of the continent access to freight.

"We are working on several projects using commercial drones which will enable us to offer unique and innovative solutions to Africa's problems," Astral Aviation's CEO added.

Though small, Astral Aviation has built a trusted name for itself in the very competitive air cargo industry and Gadhia says every day is a great moment for their team for they know that they are making a difference.

"It's an honor and privilege to be a part of the fastest growing aviation industry in the world. Our greatest moment is felt every day when we make a difference in the lives of the



people we serve and the partners who entrust us with their cargoes," says Gadhia. "A proud moment is winning the Stat Times 'African Carrier of the Year Award' four times in a row at the Air Cargo Africa event."

Tough yet ripe for growth

Africa remains a tough place for aviation business due to a number of factors but it also has huge potentials for growth.

"Africa is a tough place to run an aviation business due to the dominance of foreign carriers who control 80% of the passenger and 85% of cargo traffic to and from the continent. High cost of business, Lack of Infrastructure, Political Risk, Weak Regulatory Framework and Lack of

finance are some of the challenges we have experienced," explained Gadhia who noted that in terms of aviation, Africa represents only 2% of trade.

Citing the International Aviation Transport Association's (IATA) research and forecast, Gadhia said "33 countries in Africa will Africa will experience high level of growth, with very encouraging signs of liberalization with the adoption of SAATM (Single African Air Transport Market).

SAATM is a flagship project of the African Union seeking to create a single market for the air transport industry in Africa. Once fully enforced, it would mainly liberalize flight frequencies and capacity limits in the continent.

The banker turned aviation entrepreneur

Born in the lakeside town of Western Kenya, Sanjeev Gadhia was educated in Bangalore, India and studied at the University of London for his degree in banking and finance.

Sanjeev's exposure in the aviation industry began at 17 when he worked



for his uncle's travel agency in London where he specialized in selling package holidays to the US and Canada, inspiring his great interest in traveling.

Upon his return to Kenya, at age 25, he set up his own company dealing with procurement and logistics.

“My interest in aviation was in the glamorous passenger business, however, on my return to Kenya, I felt the need to specialize in air-cargo due to the lack of freighters in East and Horn of Africa, to meet the humanitarian requirements of the UN,” recalls Sanjeev who is a banker by profession.

At 30, Sanjeev branched out to aviation, establishing Astral Aviation which specializes back then in sending aid and relief to the region and eventually diversifying in project cargoes in Tanzania.

“My journey continued to diversify into Western aircraft which we operated in the East African region after which our JV with Network Airline Services/ANA Aviation UK resulted in us operating 2 x B747F's between Africa and Europe,” the entrepreneur said.

Though small compared to other air carriers in the region, Astral Aviation sustained growth over the

past 18 years.

Astral currently operates a fleet of F27 (5 tons), DC9 (15 tons) and B727-200 (24 tons) Freighter within its intra-African network spanning to 50 destinations, in addition to a wet-leased B747-400 Freighter on the Nairobi – London and Liege sector.

For Sanjeev, success is a journey, not a destination. It involves a lot of work, dedication and perseverance.

“The journey of an entrepreneur is based on hard-work, commitment and self-confidence. Patience and perseverance is an important trait for success. In Africa, we have many opportunities and even more challenges, with the temptations of taking short-cuts which often lead to devastating results. There is no short-cut to success which is a journey and not a destination,” Sanjeev shared.

About Astral Aviation

Within its intra-African network, which encompasses 50 destinations, Astral operates a combination of scheduled and adhoc charters along with value-added leasing services. Its interline agreements with over 20 Interline Partners; along with preferential agreements with the leading global and local freight forwarders; and partnerships with over 25 global GSA's, facilitate the consolidation of cargoes at the freighter-friendly Jomo Kenyatta International Airport and Liege Airport.

Astral Aviation has been a recipient of International Award in Excellence in Air Cargo, African Carrier of the Year in 2011, 2013, 2015 & 2017 by Stat Times.

Astral Aviation is a member of :

- African Airlines Association (AFRAA)
- The International Air Cargo Association (TIACA)
- Kenya Association of Air Operators
- Kenya Private Sector Alliance (KEPSA)
- Kenya National Chamber of Commerce & Industry (KNCCI)
- Neutral Air Partner (NAP)
- IATA ICH (Non-Airline Member)



IVECO's

S-Way natural gas trucks on spotlight with EDEKA Minden-Hannover and Shell Bio-LNG's year-old trial run to use agricultural waste products for fuel

The two large 54- litre tanks of a 460-hp 4x2, IVECO natural gas truck can hold at least 390 kg of Bio-LNG, providing autonomy of up to 1,600 kilometres without refuelling.

As the use of Bio-LNG is gaining traction in Germany, energy company Shell is supplying this sustainable version of liquefied natural gas (LNG) derived from agricultural waste to supermarket cooperative EDEKA Minden-Hannover which operates thousands of stores and several warehouses for its wholesale market.



The supermarket cooperative has dedicated three of its IVECO S-WAY natural gas trucks to the project. Apart from EDEKA, two other customers are also in the pilot run. Each one will run three trucks on the Bio-LNG provided for a year, significantly reducing their carbon emissions during the period.

EDEKA Minden-Hannover has a long-standing commitment to sustainability and is bent on making its goods supply chain as environmentally friendly as possible. This has led the company to address the sustainability of its fleet, which now includes 10 IVECO Stralis NP and 40 IVECO S-WAY natural gas trucks.

"The conversion of our vehicle fleet, which represents the backbone of all of our logistics activities, is a key lever in reducing our carbon footprint," said Thomas Steinlein, Head of Fleet and Transport Management at EDEKA Minden-Hannover.

"The use of Bio-LNG throughout would of course be a major step forward towards achieving zero emissions. We are therefore delighted to participate in this pilot project to show what this advanced biofuel can contribute to achieving this aim." However, another important aspect is also the avoidance of nitrogen oxides (NOx) and particulate matter (PM): "Our vehicles operate primarily and frequently in highly polluted inner cities. By using LNG or even Bio-LNG, we are already considerably reducing these pollution values."

Road to decarbonization

The Bio-LNG used by Shell is produced from agricultural waste. It meets the criteria of the European Union's revised Renewable Energy Directive (REDII), and is a sustainable circular economy product. Accordingly, EDEKA Minden-Hannover and the other customers will receive statements with regard to the product's sustainability and carbon benefits.

Head of Shell Germany Fabian Ziegler views this Bio-LNG trial run in Germany as a very important step towards the further expansion of Shell's Bio-LNG plans for long-distance haulage.

"A Nordsol Bio-LNG plant is scheduled to begin production as soon as this summer, and will feed into our European supply network. After that, we will be progressing in leaps and bounds, as we have submitted a planning permission application in Cologne for a 100,000 tonne plant for the production of Bio-LNG at the Energy and Chemicals Park Rheinland, and hope to break ground this autumn," he said.



"This would enable us to supply our Shell LNG filling stations in Germany and their customers with Bio-LNG throughout the country as early as 2023, and help to reduce the carbon emissions caused by long-distance haulage by up to a million tons," he added.

IVECO's Green Fleet

The IVECO Stralis NP and the IVECO S-WAY natural gas in EDEKA Minden-Hannover's fleet are equipped with Cursor 13 natural gas engines that comply with Euro VI step D emissions standards, can run on 100% Bio-LNG of the quality available on the market.

No technical modifications or special adaptations are needed to operate on Bio-LNG, and the warranty terms and service intervals are the same as when running on diesel. The two large 54-litre tanks of a 460-hp 4x2, IVECO natural gas truck can hold at least 390 kg of Bio-LNG, providing autonomy of up to 1,600 kilometres without refuelling.

Compared to a diesel truck, they emit considerably less nitrogen oxide and particulate matter emissions, and the CO₂ is up to 95 percent lower. This means unrestricted access to low emission zones in city centres, now and in the future.

In addition to their low fuel consumption, the IVECO natural gas tractor units in EDEKA Minden-Hannover's fleet also impress with their quiet operation, which makes them perfect for areas with noise restrictions and night-time deliveries to its supermarkets. (Photos & Text Source: www.iveco.com)



IVECO celebrates 600,000th Eurocargo built at its iconic Brescia plant



IVECO marked in July the 600,000th Eurocargo produced at its Brescia plant, an iconic production site for the brand that has played a key role in every generation of this vehicle, whose glorious past goes hand-in-hand with constant, forward-looking innovation.

The Brescia plant has always been the heart of production operations for the Eurocargo, thanks to the commitment and passion that its workforce of around 1600 employees dedicate to their jobs.

"It is with great pride that we are celebrating the production of the 600,000th Eurocargo, whose fourth generation has been enjoying a continued success for many years. This milestone vehicle could not be powered by anything else but compressed natural gas (CNG), a tangible reaffirmation of IVECO's constant commitment to sustainable mobility. Launched in 1991, the Bertone-designed Eurocargo was conceived to be one of the most innovative industrial vehicles on the market - as reflected in its remarkable sales success - with a modular cab platform allowing extensive scope for vehicle customisation without driving up costs. The significant history that lies behind us now guides us on a path of continuous improvement and innovation which, over the coming years, will see our vehicles evolve to become greener than ever," said Brescia Plant Director Marco Colonna.

A pioneer in sustainability, IVECO is engaged every single day in actively reducing CO2 emissions with its alternative energy vehicles, which offer the ideal

solution for the energy transition of the transport industry.

Natural gas benefits both the environment and the economy, as it is the most effective solution available today for the needs of tomorrow. Natural gas-powered Eurocargo models are also extremely quiet, making them ideally suited to all urban missions.

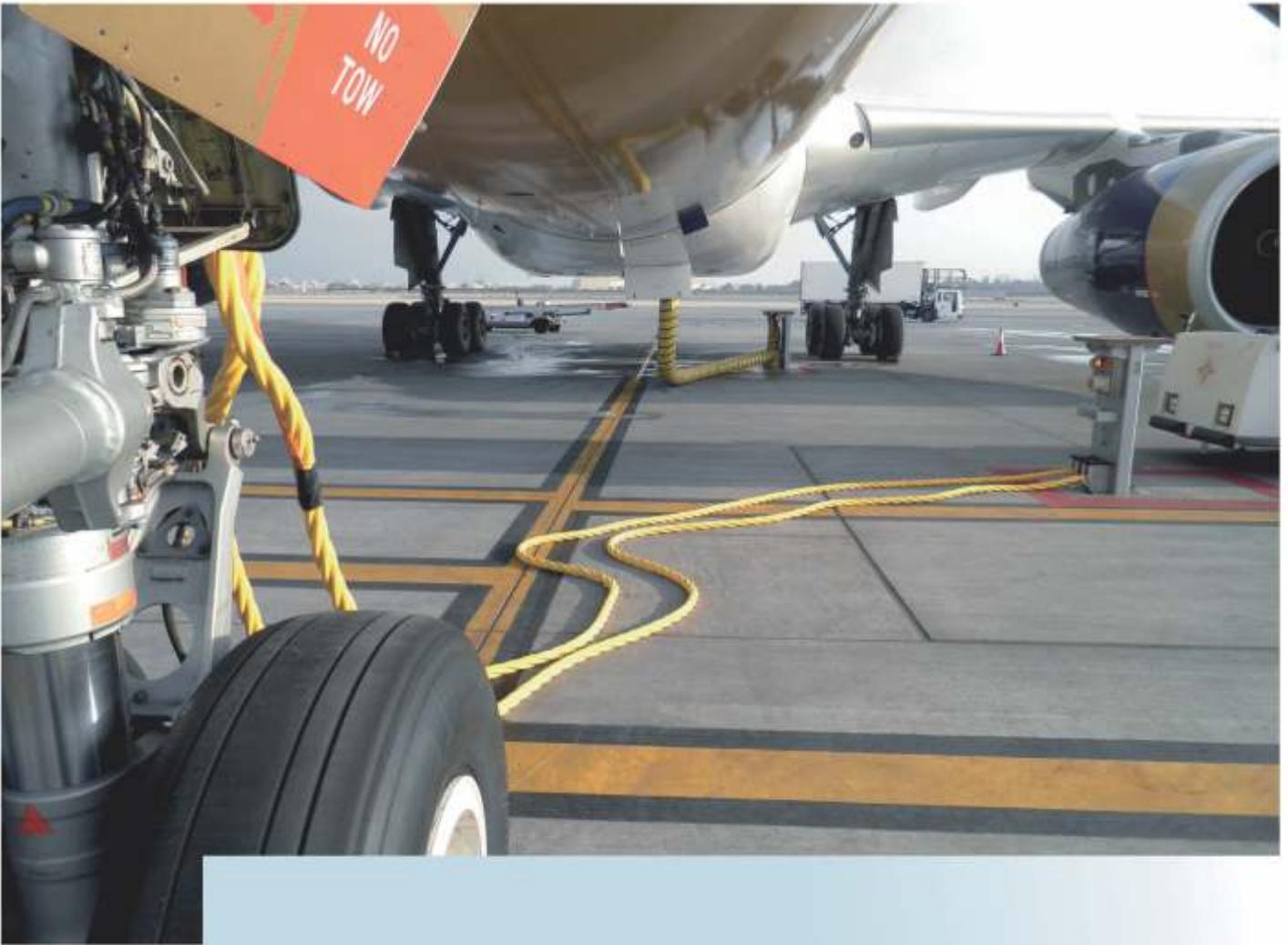
The Brescia-based team works in synergy in every phase of production, from assembly of the chassis to cab bodywork, painting and installation of the transmission, to fitment of the interior trim, all the way to final inspection. The factory also produces special versions for military applications and firefighting.

This flexibility is made possible by teamwork and by the 'World Class Manufacturing' integrated production system, which was introduced in 2007 with the goal of achieving zero defects, inefficiencies, waste and accidents. This gives the Eurocargo an edge, not only for its design, but also for its performance.

The origins of the plant date back to 1903, when Roberto Züst founded Fabbrica Automobili, a company that went on to become Officine Meccaniche (OM) in 1928 and was acquired by Fiat in 1968. After initially manufacturing cars (including race cars), OM moved to the agricultural sector and then on to industrial vehicles.

In 1975, OM was among the "founding partners" of the new-born company IVECO. In 1991, the factory was chosen as the site where production of the new Eurocargo would begin. The plant thus became the "home" of this model, and went on to play a key role in plotting the roadmap towards high-tech, sustainable vehicles.

The plant itself is committed to safeguarding the environment and sustainability, and over the next few months, approximately 20,000 m² of solar panels will be installed at the site, cutting CO2 emissions by 1300 tonnes per year.



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Delta hires over 2,200 Georgians as global travel rebounds

in its home state of Georgia.

"Georgians are reclaiming their lives as our state's economy shifts to recovery, and it's gratifying to see Delta employees and customers central to that effort as we return to the skies," said Ed Bastian, Delta's chief executive officer. "Georgia has been home to Delta for more than 75 years, and together – working with the State, we are re-connecting the world again."

ATLANTA, Georgia: With global travel on the rebound, Delta has announced the hiring of 2,216 Georgians since January 1 to join the ranks of the now nearly 30,000 who work for the airline in the state of Georgia.

These talented professionals have been hired to work in career jobs across Delta's business in Reservations and Customer Care, Airport Customer Service and Cargo, Flight Operations and Tech Ops.

Delta said it is expanding nonstop international service from Atlanta in the coming weeks, including increasing flights to Amsterdam to three times a day and resuming service to Venice, Barcelona, Madrid and Johannesburg. For the first time since 2011, it is also flying nonstop every day to Athens, Greece, after recently launching service in July.

Delta's expansion of jobs and international routes comes in response to surging customer demand and is helping to fuel a strong economic rebound

Delta is Georgia's largest private employer, and pre-pandemic studies show Delta's economic impact in the state was \$43.5 billion in 2018. Meanwhile, Georgia has been named the No. 1 state in the nation for business for eight years in a row.

In addition to its main hub in Atlanta, Delta also serves Georgia's regional economic hubs, including Albany, Augusta, Brunswick, Columbus, Savannah and Valdosta.

The expansion of service across the Atlantic comes on top of international service already flying from Atlanta, including London, Frankfurt, Paris, Rome, Seoul and nearly 40 destinations throughout Latin America and the Caribbean.

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Qatar Airways and RwandAir team-up to give travelers better service & options



DOHA, Qatar: Qatar Airways passengers will be able to explore even more of Africa following its new partnership with Rwanda's flag carrier, RwandAir, via their hubs at Doha and Kigali.

As part of the strategic partnership, the extensive interline agreement will give customers access to the networks of both airlines, providing a seamless travel experience and enhanced customer service including the frequent flyers programs.

Customers can pick and choose from over 160 destinations in the combined networks of both airlines, which are perfectly connected via their home hubs of Doha and Kigali.

This latest cooperation comes hot on the heels of the airlines' recent loyalty partnerships announcement, giving RwandAir Dream Miles and Qatar Airways Privilege Club loyalty members, access to each other's destinations with the opportunity to 'earn and burn' points across their reciprocal route networks.

"This partnership cements our commitment to giving travellers the widest choice of destinations, while providing a seamless, high quality travel experience, which is the goal of both Qatar Airways and RwandAir," said Akbar Al-Baker, Qatar Airways Group Chief Executive. "Africa is a hugely important market for us and this latest partnership will help support the recovery of international air travel and offer unrivalled connectivity to and from a number of new African destinations."

Yvonne Makolo, RwandAir CEO, said: "We're really excited to be opening up more of the world to our customers through the new interline agreement with Qatar Airways. Delivering excellent customer experience is key for us and we know that any travelers flying with Qatar Airways or RwandAir, as part of the agreement, will continue to receive the same unrivalled level of service they're used to from both airlines."

RwandAir operates services throughout Africa and to long-haul destinations including London Heathrow, from its Kigali-based hub. It was also the first African airline to be awarded the top Diamond status rating for COVID-prevention measures - the highest attainable level from APEX Health Safety, powered by SimpliFlying.

The airline's customers will also be able to connect through Hamad International Airport (HIA) in Doha, the first airport in the Middle East and Asia to be awarded a Skytrax 5-Star COVID-19 Airport Safety Rating, to access Qatar Airways' destinations on every continent, from Paris to Washington, Delhi to Hong Kong and many more.

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Saudia Cargo to continue flying vital human organs for free

JEDDAH, KSA: Saudia Cargo will continue flying vital human organs to Saudi for free to help patients in and around the Kingdom and other Arab nations who need them to live.

The company has been at the forefront of this humanitarian and social mission since 2014 under its agreement with the Saudi Center for Organ Transplantation.

First called as the Jeddah Kidney Center, the transplantation center was established by Dr. Faissal Shaheen who currently sits as its director-general.

The center has done hundreds of kidney, liver heart, cornea, pancreas, lung and bone marrow transplants over the years.

Nabil Khojah, Saudia Cargo Chief Executive Officer, who signed the agreement on behalf of their company, assured dedicating all logistics available in transporting human organs in accordance with the international laws.



Saudia Cargo CEO Nabil Khojah, 4th left, with other executives from the center and the

Khojah said Saudia Cargo takes pride in its important role to carry sensitive human organs so that they can reach for Organ Transplantation Center and its noble mission.

He stressed that the company deals with the delicate shipments in accordance with the international standards.

Qatar Airways Cargo



DOHA, Qatar: Qatar Airways Cargo has added additional Pharma hubs of Basel and dedicated air services to pharmaceuticals. Basel and Brussels are major pharmaceutical exports are... "Air cargo is sensitive, becoming a guide...



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Saudia's budget carrier flyadeal receives all new Airbus A320neo

TOULOUSE, France: flyadeal, the low-cost Jeddah-based airline owned by Saudi Arabian Airlines (SAUDIA), has taken delivery of a brand new A320neo, the first of 30 to be delivered in the next three years, Airbus announced.

A total of 65 A320neo family aircraft were ordered by SAUDIA at the Paris Airshow 2019, and will join flyadeal's all Airbus fleet.

Powered by CFM LEAP-1A engines, the A320neo will offer flyadeal outstanding operational, economic and environmental performance.

flyadeal's A320neo is configured with 186 seats in a comfortable all economy class layout. Passengers onboard the aircraft will benefit from the widest cabin of any single-aisle aircraft in the sky, as well as the latest cabin feature offering optimum passenger comfort.



Airbus said the A320neo is the ideal aircraft for flyadeal to grow and expand its domestic and regional network. Demonstrating the operational flexibility of the A320neo, the aircraft will allow the airline to efficiently enhance its operations to additional networks and foster closer links with countries across the region and beyond.

The A320neo Family incorporates the very latest technologies including new generation engines, Sharklets and aerodynamics, which together deliver 20% in fuel savings and CO2 reduction compared to previous generation Airbus aircraft. The A320neo Family has received more than 7,400 orders from over 120 customers.

Wizz Air to hire 4,600 new pilots across network



ABU DHABI, UAE: Wizz Air, Europe's fastest growing budget airline, says it is ramping up pilot recruitment across its network, with plans to hire 4,600 new pilots by 2030.

The airline said it already trained over 150 additional pilots in order to fly over 100% of pre-COVID capacity this summer and aims to recruit over 300 more by the end of this year as it looks to meet its ambitious growth plans following the pandemic. Enthusiastic candidates who have always dreamed of a career in the sky can apply online at <https://wizzair.com/en-gb/information-and-services/career/pilots>.

Wizz Air said pilots joining the company will have the opportunity to operate the airline's constantly growing fleet of young, modern and sustainable Airbus A320 and A321 aircraft on over 800 routes, to 191 destinations in 49 countries.

The airline said its fleet size will more than triple with 500 Airbus aircraft expected to be delivered in the next 10 years, creating a wealth of opportunities for pilots looking for rapid career progression, a competitive salary, industry-leading training and development, an indefinite and secure contract, and a variety of flexible and fixed roster patterns.

Wizz Air said it welcomes applications from experienced captains and first officers as well as those with no flying experience at all, thanks to its Wizz Air Pilot Academy Program which gives aspiring pilots the opportunity to obtain a commercial pilot's license. Besides intense pilot recruitment, Wizz Air continues to recruit cabin crew members across its 43 bases to meet its growth plans.

New recruits joining Wizz Air do so at an exciting time of continued growth for the airline, having opened 18 new bases and commenced over 300 new routes across its network in the past year alone.

"We are pleased to be recruiting for thousands of new pilot positions at an exciting time for Wizz Air, as we continue to grow our presence across Europe and beyond. At WIZZ, we are proud of the excellent opportunities, competitive salary, and compensation and benefits package available to our flight crew, as well as flexible and fixed roster patterns to allow for an improved work-life balance," said Heiko Holm, Chief Operations Officer of Wizz Air.

"Whether a seasoned pilot with 20 years' experience, or an aspiring pilot with no previous aviation experience, we are committed to supporting our crew with a clear career path and opportunities to quickly develop. For ambitious candidates looking to join a fantastic team and work for one of the fastest growing airlines in Europe, don't hesitate to apply today," he added.



Iraqi Airways launches new flights from Baghdad to Abu Dhabi International Airport

Abu Dhabi, UAE: Abu Dhabi International Airport (AUH) has welcomed Iraqi Airways' two new weekly flights between Abu Dhabi and Baghdad, the capital of Iraq.

Iraqi Airways' inaugural flight using a Boeing 737-800 aircraft landed at Abu Dhabi International Airport (AUH) on Saturday 7 August at 17:00 Local Time. The airline said it will start operating one weekly flight which will be increased to two per week, mainly to support the Iraqi community in the UAE.

"The introduction of the new flights connecting Abu Dhabi and Baghdad will support the Iraqi community in the UAE, facilitating a smoother travel experience for them. We consistently expand our network at Abu Dhabi International Airport, meeting the travel requirements of all who live in the UAE as well as international tourists looking to visit our leading destinations," said Francois Bourienne, Chief Commercial Officer at Abu Dhabi Airports.

"Abu Dhabi Airports continues to identify and leverage areas of demand for both passengers and airlines. At Abu Dhabi Airports, we remain committed to providing our customers with the best travel experience, while ensuring their health and wellbeing, which is our main priority," Bourienne added.

Capt. Kifah Jabar, Chief Executive Officer of Iraqi Airways, commented: "Iraqi Airways is proud to commence operations between Abu Dhabi and Baghdad. We believe that connecting the two capitals will strengthen the relations between our countries, delivering greater corporation to enable successful operations in this sector."

Outbound flights will depart from Abu Dhabi International Airport on Saturdays and Tuesdays at 18:00 Local Time (LT), landing in Baghdad at 19:15 LT. Return flights will depart from Baghdad International Airport on Saturdays and Tuesdays at 13:45 LT and land at Abu Dhabi International Airport at 17:00 LT.

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2020 was worst year for global aviation industry with only 1.8 billion passengers



MONTREAL: Only 1.8 billion passengers flew in 2020, down by 60.2% compared to 4.5 billion in 2019, and the year was marred with net losses of \$126.4 billion in the global aviation industry as the Coronavirus pandemic ravaged incessantly every nation across the world.

According to the International Air Transport Association (IATA), air connectivity declined by more than half in 2020 with the number of routes connecting airports falling dramatically at the outset of the crisis and was down more than 60% year-on-year in April 2020.

Total industry passenger revenues fell by 69% to \$189 billion in 2020, and net losses were \$126.4 billion in total and that the decline in air passengers transported in 2020 was the largest recorded since global RPKs started being tracked around 1950.

"2020 was a year that we'd all like to forget. But analyzing the performance statistics for the year reveals an amazing story of perseverance. At the depth of the crisis in April 2020, 66% of the world's commercial air transport fleet was grounded as governments closed borders or imposed strict quarantines. A million jobs disappeared. And industry losses for the year totaled \$126 billion. Many governments recognized aviation's critical contributions and provided financial lifelines and other forms of support. But it was the rapid actions by airlines and the commitment of our people that saw the airline industry through the most difficult year in its history,"

said Willie Walsh, IATA's Director General.

The international air transport body's newly-released IATA World Air Transport Statistics (WATS) with performance figures for 2020 showed the devastating effects on global air transport in 2020 due to the COVID-19 crisis. Below are some highlights:

Passenger

- Systemwide, airlines carried 1.8 billion passengers on scheduled services, a decrease of 60.2% over 2019
- On average, there was a \$71.7 loss incurred per passenger in 2020, corresponding to net losses of \$126.4 billion in total
- Measured in ASKs (available seat kilometers), global airline capacity plummeted by 56.7%, with international capacity being hit the hardest with a reduction of 68.3%
- Systemwide passenger load factor dropped to 65.1% in 2020, compared to 82.5% the year prior
- The Middle East region suffered the largest proportion of loss for passenger traffic* with a drop of 71.5% in RPKs versus 2019, followed by Europe (-69.7%) and the Africa region (-68.5%)
- China became the largest domestic market in 2020 for the first time on record, as air travel rebounded faster in their domestic market following their efforts to control COVID-19

The regional rankings (based on total passengers carried on scheduled services by airlines registered in that region) are:

1. Asia-Pacific: 780.7 million passengers, a decrease of 53.4% compared to the region's passengers in 2019
2. North America: 401.7 million passengers, down 60.8% over 2019
3. Europe: 389.9 million passengers, down 67.4% over 2019
4. Latin America: 123.6 million passengers, down 60.6% over 2019
5. Middle East: 76.8 million passengers, a decrease of 67.6% over 2019
6. Africa: 34.3 million passengers, down 65.7% over 2019

Top 5 airlines ranked by total scheduled passenger kilometers flown

1. American Airlines	(124 billion)
2. China Southern Airlines	(110.7 billion)
3. Delta Air Lines	(106.5 billion)
4. United Airlines	(100.2 billion)
5. China Eastern Airlines	(88.7 billion)

Top 5 route areas by passenger demand (RPKs), with the largest drop being seen in routes within the Far East

1. Within Europe (290.3 million, down 70.7% from 2019)
2. Europe - North America (122.9 million, decreased 80.4% from 2019)
3. Within Far East (117.3 million, a decrease of 84.1% from 2019)
4. Europe - Far East (115.3 million, a decrease of 79% from 2019)
5. Middle East - Far East (104 million, down 73.6% from 2019)



Top 5 domestic passenger airport-pairs were all in Asia and outperformed top international routes as domestic recovery returned faster, particularly in China:

1. Jeju - Seoul Gimpo (10.2 million, up 35.1% over 2019)
2. Hanoi - Ho Chi Minh City (5.9 million, an increase of 54.3% from 2019)
3. Shanghai-Hongqiao – Shenzhen (3.7 million, up 43.4% from 2019)
4. Beijing-Capital - Shanghai-Hongqiao (3.6 million, increased by 11.8% from 2019)
5. Guangzhou - Shanghai-Hongqiao (3.5 million, up 41.2% from 2019)

Top 5 five nationalities traveling by air (international):

- United States (45.7 million, or 9.7% of all passengers)
- United Kingdom (40.8 million, or 8.6% of all passengers)
- Germany (30.8 million, or 6.5% of all passengers)
- France (23.3 million, or 4.9% of all passengers)
- India (17.4 million, or 3.7% of all passengers)

Cargo

Air freight was the bright spot in air transport for 2020, as the market adapted to keep goods moving—including vaccines, personal protective equipment (PPE) and vital medical supplies—despite the massive drop in capacity from the bellies of passenger aircraft.

Industry-wide available cargo ton-kilometers (ACTKs) fell 21.4% year-on-year in 2020. This led to a capacity crunch, with the industry-wide cargo load factor up 7.0 percentage points to 53.8%. This is the highest value in the IATA series started in 1990.

At the end of the year, industry-wide cargo ton-kilometers (CTKs) had returned close to pre-crisis values. However, the yearly decline in cargo demand (CTKs) was still the largest since the Global Financial Crisis in 2009, at a sizeable 9.7% year-on-year in 2020.

Top 5 airlines ranked by scheduled cargo ton-kilometers (CTKs) flown were:

	in billion
• Federal Express	19.7
• United Parcel Service	14.4
• Qatar Airways	13.7
• Emirates	9.6
• Cathay Pacific Airways	8.1

Airline Alliances

Star Alliance maintained its position as the largest airline alliance in 2020 with 18.7% of total scheduled traffic (in RPKs), followed by SkyTeam (16.3%) and oneworld (12.7%)

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Sam Mendenhall

American Airlines Cargo announces new Vice President for Operations

constantly to ensure American's crew members were in the right place at the right time, as well as ensuring these crew members were taken care of while away from home.

From working quickly to adjust during irregular operations to putting in place programs and tools to provide the best experience, Mendenhall is known for his ability to balance the varying needs of customers, team members, and operations. Before leading the Crew Scheduling team, Mendenhall worked many years as a leader in Finance for the airline.

"David is leaving an incredible legacy for the Cargo team, as well as American as a whole. He will be missed, but we are excited to welcome Sam to the team to lead the operation moving forward," said Jessica Tyler, President Cargo and Vice President Operations Innovation & Delivery.

"Sam's fresh perspective and proven leadership, combined with the cargo expertise of his team, will be a recipe for great things to come."

Mendenhall will begin transitioning to his role immediately and report directly to Tyler. Reporting to Mendenhall will be cargo veterans Tim Paliganoff, Eric Mathieu, and Elzbieta Kizer who will continue to support the global operations team.

FORT WORTH, Texas: American Airlines Cargo has announced the appointment of Sam Mendenhall to Vice President, Operations. The appointment follows the retirement of former Operations leader David Vance after an impressive 34-year career at American Airlines.

Mendenhall joins the cargo team with 22 years of experience at American, where he most recently led the organization responsible for all Crew Scheduling at the American Integrated Operations Center. In his more than five years leading Crew Scheduling, Mendenhall and his team worked

Aero Africa welcomes new airfreight specialists to its management team



Kati Mackay

Jarryd Niescior

HONG KONG: Aero Africa, the Hong Kong based air cargo management group, has welcomed two new specialists to its management team.

Based in Durban South Africa, Kati Mackay will serve as Aero Africa

Southern Africa Regional Financial Manager, responsible for the company's financial resources, supporting the executive management team and offering insights and financial advice.

Kati has more than 10 years' experience in finance. She began her career in London working for Royal Bank of Scotland before moving back to South Africa and taking on a financial management role in the clearing and forwarding industry. She has Bachelor's degree in Financial Management Cum Laude and holds a CIMA Dip MA accreditation.

Aero Africa Sub Saharan Africa (Pty) Ltd., meanwhile, welcomes Jarryd Niescior as its new Regional Operations Manager, responsible for regional operations in South Africa as well as growing the company's Final Mile Solutions product across the continent. He began his career in logistics in 2012 and spent five years at Neutral Wholesaler CFR Freight SA (Pty) Ltd. He has also done consulting work for many of the larger corporates further enhancing his airfreight capabilities on both imports and exports.

BBGA promotes Lindsey Oliver to new Director General role

D O R T O N , Buckinghamshire: Lindsey Oliver, Operations and Development Manager for the British Business General Aviation Association (BBGA) has been named as the new Director General of the UK's national trade body representing business and general aviation.



Lindsey Oliver

She will be responsible for day-to-day operational matters for the national trade body which promotes and supports business and general aviation in the UK, fostering a closer interface with the BBGA Board and the Association's Working Groups.

Lindsey has worked alongside CEO Marc Bailey, overseeing the running of the Association, since 2009. Much of her work has been involved in supporting members and reacting to and resolving both their and industry issues, as well as successfully managing various BBGA events. She studied agriculture and business at Harper Adams University.

Marc Bailey will continue as CEO and will also lead a series of projects, designed to help progress some of the major issues facing GA for Business.

Africa Air Cargo Summit 2018

22-28 November, Nairobi, Kenya

air cargo update







Upcoming Events



TIACA Executive Summit 2021–San Francisco

With the "2 + 2" event in San Francisco, transport logistics Americas together with TIACA Executive Summit offer 2 days of conference program with enough time for networking plus 2 days of innovation journey to the trendiest impulse generators in Silicon Valley.

No region in the world continues to stand more for inventiveness in the digitalized world. What can logistics learn from this, how must supply chain management adapt to it in the future? But also: which digital trends can I implement for my own company? Get inspired and connect with your fellow executives!

Visit https://www.aircargoforum.org/conference/2plus2_for_more_info.

21-24 September 2021
San Francisco, California, USA

World Cargo Symposium

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

12-14 October 2021 | Turkey, Istanbul

33rd IATA Ground Handling Conference

The IATA Ground Handling Conference (IGHC) is the premier annual ground handling industry conference in the world bringing together over 750 delegates representing the whole industry: 30% airlines, 60% ground service providers and airports, 10% manufacturers and solution providers; 60% commercial and 34% operational/safety positions represented, and; 50% executive management, 49% middle management.

This major trade event gives exclusive access to industry intelligence and developments among attendees.

15-18 November 2021
Prague Congress Center, Czech Republic



Dubai Airshow 2021

Dubai Airshow is set to return for its 17th edition on 14-18 November 2021. Welcoming experts from commercial and business aviation, defence and military, aircraft interiors, air traffic management, maintenance, repair and overhaul (MRO), space and air cargo, the show will serve as an ideal platform for re-thinking strategies, navigating uncertainty and scaling up operations to ensure the smooth re-establishment of the industry in general.

A range of new features for Dubai Airshow have been confirmed, which include a strong focus on cutting edge technologies used in the aviation industry. The new Technology Showcase will provide a platform to exhibit the latest tech and will also include key conference programmes on topics such as 5G, cybersecurity, artificial intelligence (AI) and blockchain.

14-18 November 2021 | DWC, Dubai Airshow Site

Expo 2020 Dubai, UAE

With the purpose of 'Connecting Minds, Creating the Future', Expo 2020 will be the world's most impactful global incubator for new ideas, catalyzing an exchange of new perspectives and inspiring action to deliver real-life solutions to real-world challenges.

Running from 1 October 2021 to 31 March 2022 and coinciding with the 50-year anniversary of the founding of the UAE, Expo 2020 will bring the world together, creating an open, global dialogue that looks to the future. Millions of visitors from across the globe will be invited to join the making of a new world, as they discover life-changing innovations that will have a meaningful, positive impact on both people and planet.

01 October 2021-31 March 2022
Dubai Exhibition Center, Dubai, UAE

Air Cargo India 2022

Messe München India says the 9th edition of Air Cargo India is taking place next year. The show will be focused on Pharma, E-Commerce, Drones and Technology sectors. It will offer three days of immense business opportunities, global perspectives and strong networking platforms for the stakeholders, buyers, and sellers of the air cargo industry.

22-24 Feb 2022 | Grand Hayatt, Mumbai

M&T Expo 2022

The 11th edition of M&T Expo - Int'l Trade Fair for Construction and Mining Equipment, part of bauma NETWORK, will finally take place next year after being postponed due to the pandemic. This is the largest equipment trade show for construction and mining in Latin America and a meeting point for Brazilian and international professionals in the construction industry.

30 Aug-02 Sep 2022
Sao Paulo Expo Exhibition & Convention Center

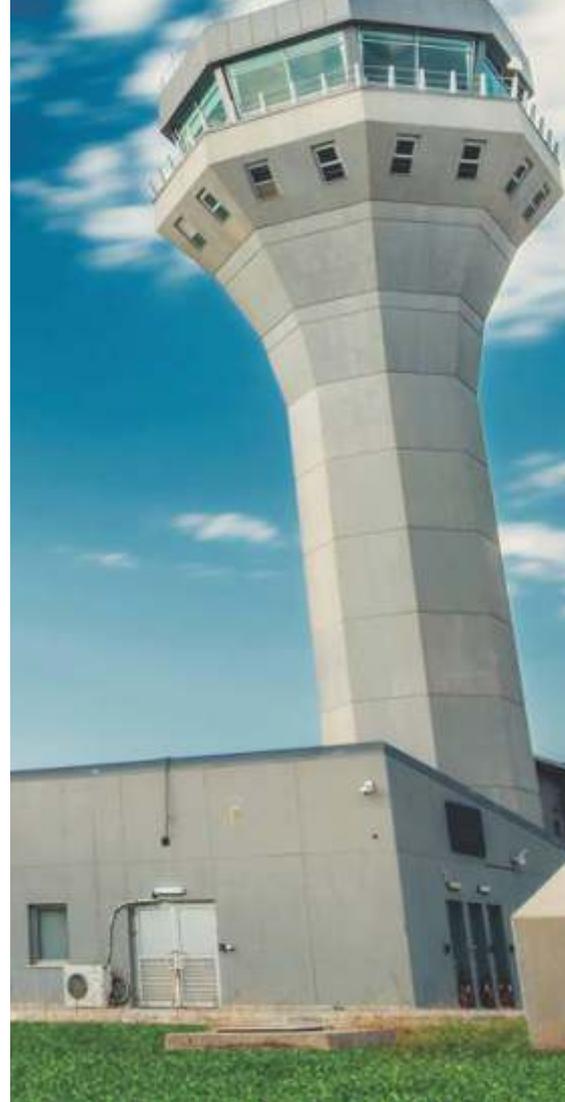
EIA looks forward to welcoming you in 2021

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.



Erbil International Airport

www.erbilairport.com



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