



# Wiremind

Making sense of technology  
on global transport and people

Nathanaël De Tarade  
CCO, Wiremind



## The Lounge



**Tulsi N Mirchandaney**  
Managing Director, Blue Dart Aviation



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**2022**

And just like that we've moved into another year—2022.

But unlike previous years, we're stuck in the same situation—a pandemic with still no clear sight on when it's going to end.

Despite humanity's best efforts to stop Coronavirus from spreading around the world and harming people, the virus has that uncanny ability to re-invent itself with unique capabilities, forcing the world back to where it all began even with the vaccines now rolling out.

It seems undefeated. But hope is not lost yet. For now, life continues even with the pandemic.

And the onus is there for the air cargo industry to do its part to the best of its abilities until the tide has turned to our favor.

In this edition, we bring you the story of Wiremind and how it's making sense of technology on the global transport industry and people. The airfreight industry remains behind in utilizing digitalization for its own benefits. But now is the opportune time for it to catch up in the digital world.

We'll also bring you insights from a military aviation expert on how technology will impact the industry in the foreseeable future.

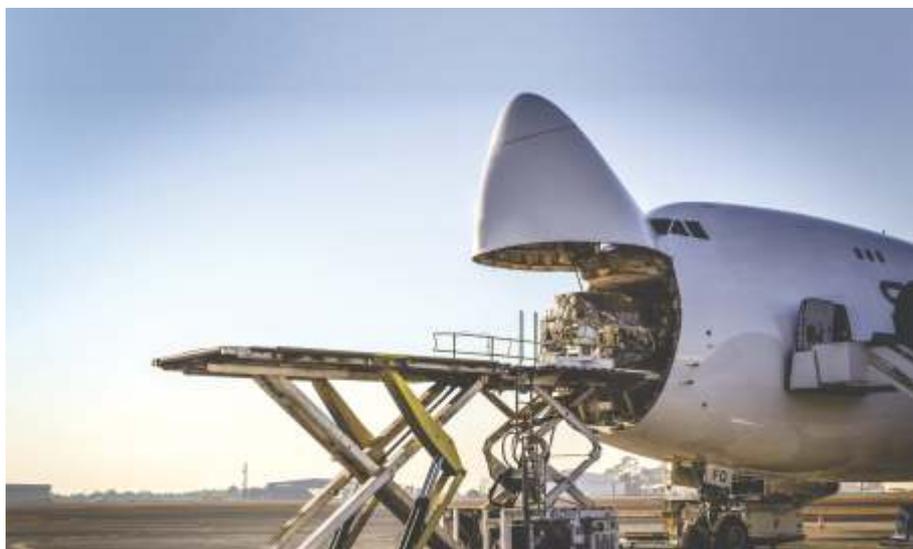
From India, we'll share with you the story of the woman behind Blue Dart Aviation's success. Her unconventional wisdom and unorthodox approach on things in a country still ruled by many traditions and beliefs pushed the cargo airline to be among the busiest, inspiring more Indian women to follow in her footsteps.

We also have some of the latest developments on air cargo, airlines, airports, logistics and more in this edition of **Air Cargo Update**.

Here we go 2022!

**Gemma Q. Casas**  
**Editor-in-Chief**

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**Tulsi N Mirchandaney**  
Managing Director, Blue Dart Aviation

## Books, tennis and vermiculture for this pioneering air cargo executive in India

**T**he pandemic is keeping the air cargo industry busy hauling all sorts of goods, e-commerce, medical cargo and billions of COVID-19 vaccines. China and India, the world's two most populous nations, home to 1.418 billion and 1.38 billion people, respectively, get the job done the most. Not only are they producing so much medical supplies for their own population but the world as well.

China, the world's factory, produces much of the global demand for medical supplies while India is on high demand for pharmaceuticals, medical raw materials and yes, vaccines, COVID-19 included.

Their output requires a lot of services from the global transport industry—air, land or sea—to reach countries across continents.

In India, the air cargo industry puts up a lot of work to accomplish this. Blue Dart Aviation, part of the Deutsche Post DHL Group with 70% stock shares, is one of the busiest among the country's many air cargo carriers.

The company serves domestic routes within India and amid the pandemic, made its first international flights between India and China.

The cargo airline is managed by Tulsi Nowlakha Mirchandaney, one of women pioneers in India's burgeoning aviation/air cargo industry. She has so far spent more than 50 years in the industry yet continues to inspire others who want to break the barriers.

**She began her aviation career in 1970 working for Japan Airlines as ticketing and reservations staff. In 1972, JAL pulled out of its Calcutta office due to political uncertainties. Tulsi took on the task of clearing the cargo entrusted to the airline and went on to operate its offline location. In 1982, she moved to Mumbai to open JAL's office in the city, and subsequently, to Cochin and Hyderabad.**

An engineering student before she got hired at JAL, Tulsi suddenly found herself in the less glamorous side of aviation but she knew she has found her calling.

"It wasn't a woman's job, and I was once jokingly refused a training course because I had to shower afterwards with the boys. That was before gender equality gained momentum," she told Runway Girl Network in an interview. "The initial stumbling steps blossomed into a lifelong romance. Each day that I see my aircraft successfully take off with my loads, I know that I've defied gravity in more ways than one."

"Life can be unfair, for both men and women. One needs to weed out and ignore the irrelevant that may be hurtful," she shared in the same interview.

After working for JAL, she later joined Air France to head its cargo operations. With her vast experience in the air cargo industry, she was later tapped to head Blue Dart Aviation, the only cargo airline that sustained its operations in India for the past 25 years.

Under Tulsi's leadership the cargo airline grew to become one of the biggest in India with a workforce of more than 1,200. She has been instrumental in expanding the company's dedicated infrastructure across airports, and bringing about policy changes in civil aviation to include the significant role of air express, and support the distinctive requirements for the sustainability of the cargo airline industry in the country.

Today, Tulsi is an all-inspiring woman in India's growing air cargo industry. She served as the Co-Chairperson on the Confederation of the India's National Committee for Civil Aviation (2019-20 and 2020-21), the Confederation of Indian Industry's National Committee for Logistics. She also serves on the Governing Council of Birla Institute of Technology – School of Management, a board member of Blue Dart Express and Air Cargo Forum India.

And when she's not busy, Tulsi, who has an MBA degree in International Aviation from Canada's Concordia University in Montreal, reads books or play tennis. A friend of the environment, Tulsi is also into vermiculture.

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## Saudia Cargo sponsors Mashael AlObaidan, Saudi Arabia and the Arab world's first female licensed rally driver



**JEDDAH, Saudi Arabia:** Saudia Cargo has signed a sponsorship agreement with the Kingdom of Saudi Arabia's first female accredited rally driver at Rally Dakar, Mashael AlObaidan, as part of the company's continuous contributions to the Kingdom's various entertainment and sporting events.

The 33-year-old ambitious race driver is ready to take part in Rally Dakar in 2022 as the first Saudi and Arab female participant in the prominent worldwide racing event. It will kick-off next year in Saudi Arabia for the third time in a row with drivers of 70 nationalities participating in Rally Dakar's five different categories.

The rally track will start from the City of Hail, ending in Jeddah, famous for being the world's longest and hardest rally track where drivers' cross multiple cities facing different weather conditions and challenging complex topographies.

**In line with Saudi Vision 2030 that recognizes a successful, modern nation must empower all members of society, including women, AlObaidan aspires to lead a new generation of female rally racers in the Middle East and represent women empowerment across motorsports in Saudi Arabia.**

She is the first Saudi and Arab female to obtain a rally license in Saudi Arabia. Soon after becoming the first female licensed rally driver in KSA, AlObaidan placed 1st in the T3 category at Sharqiyah Rally and 5th overall out of 19 racers.

Saudia Cargo CEO Teddy Zebitz believes the move to sponsor AlObaidan is a major

step to support Saudis and enhance their performance in worldwide sporting tournaments while presenting the image of an empowered and accomplished Saudi woman.

"We realize the importance of all events hosted by the Kingdom and the active role we play by utilizing our capacities and logistics services to ensure the success of such premium and challenging races," said Zebitz.

"It is important to recognize the shared values and attributes between rally drivers and Saudia Cargo, where both face challenging routes, undergo long-haul races, and recognize the necessity of overcoming obstacles with great elegance under pressure. This requires agility, flexibility and unwavering resilience and commitment. These are the qualities and standards that drives us daily, as we deliver our services around the world. Clearly, the common values between Saudia Cargo – that exists to serve our global community – and rally driver Mashael AlObaidan are distinctly recognizable."

With pride, AlObaidan said, "It is an honor to participate in one of the toughest rallies in the world with Saudia Cargo as a partner. Thanks to Saudia Cargo's sponsorship, I have reached a major milestone in my career. This is an exciting time for me on several levels, primarily as having the opportunity to represent my country, and to honor the tenets of Vision 2030 in progressing the Kingdom forward."

AlObaidan became the first Arab female driver from GCC to take part in the international Rally Dakar following her participation in the Spanish Baja Aragon Rally – the fifth stage of the World Cup for Cross-Country Bajas organized by FIA. She finished second in the T3 category of the Hail International Rally in Saudi Arabia – the final round of the FIA World Cup for Cross-Country Rallies – making her way through as the first Arab female rally driver to win a title in the race.



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## Ukrainian Satellite Sich-2-30 begins journey towards space with Turkish Cargo

**ISTANBUL, Turkey:** Turkish Cargo has successfully transported Sich-2-30, the earth observation satellite developed by Ukraine, with a connection flight at Istanbul to Miami, for its launch to the outer space this month, proving once more the air carrier's capability to undertake sensitive and complex cargo transportation like those intended for space.

The satellite, which has been developed as part of the National Targeted Scientific and Technical Space Program of Ukraine, will blast off at the launch area at the Kennedy Space Center (USA) in January 2022.

After settling on a stable orbit, the Earth Observation satellite will capture the digital and



infrared images of the surface of the Earth and collect generic data by probing the ionosphere parameters.

To facilitate the loading and unloading operations, Sich-2-30 Earth Observation Satellite was dismantled into multiple components, and the components of the satellite have been placed carefully on 2 separate pallets, together with the supplies, in order to avoid any damage during the shipment, Turkish Cargo shared.

The shipment was then loaded on board the Turkish Cargo aircraft utilizing LIFO (last in, first out) method with the airline's team of experts, accomplishing their goal with perfect precision.

Turkish Cargo says it makes use of special equipment for the product shipments that require maximum attention and sensitivity, and it keeps each and every movement of the valuable cargo stored in the sensitive cargo storehouses under continuous supervision via cameras installed in and around its storage facilities.

Thanks to unprecedented air cargo solutions it offers for more than 30 years, Turkish Cargo continues to be ranked as among the top choices for complex cargo shipment projects worldwide.



Turkey's Automobile Joint Venture Group, popularly known as TOGG, the country's flagship automobile global electric vehicle brand, has teamed up with Turkish Airlines' top air cargo brand as its logistics solutions partner.

Turkish Cargo recently carried Turkey's first electric automobile to CES 2022 in Las Vegas, one of the world's leading tech expos, scheduled for 5-8 January 2022.

"With the responsibility that comes with being the national flag carrier and strength of being the airline that flies to more countries than any other, we are excited to carry our country's tech export,

## Togg goes international on the wings of Turkish Cargo

Turkey's automobile, all over the world. As the Turkish Airlines family, we are proud of our contributions towards Togg's world launch, the most ambitious project of our country," said Turkish Airlines Chairman of the Board and the Executive Committee M. Ilker Ayci.

Togg's brand launch at CES Expo in Las Vegas, USA, will run from 5-8 January 2022. Its journey to the international stage were followed by thousands from the moment it departed Istanbul with a convoy of 40,000 aircraft models.

Togg CEO M. Gurcan Karakas, noted, "Of course, we were going to carry our smart product with the global Turkish Airlines brand to CES 2022 where we will present our vision for the future. We thank Turkish Cargo for being our partner in this journey towards #NewLeauge to become a global brand in CES 2022 where technology world comes together. We will present our smart product with enriched design and futuristic touches as it tells the story of transformation of mobility that launches automobiles into third life cycle."

## Qatar Airways Cargo gets IATA CEIV Live Animals certification

**DOHA, Qatar:** Committed to ensuring that all animals entrusted to it for transportation receive the best care both on the ground and in the air, Qatar Airways announced its strict adherence to the highest international standards and relevant regulations has been recognized with IATA's CEIV Live Animals certification.

The fourth airline globally to become CEIV Live Animals certified, Qatar Airways went through six months of intense process and product audits before getting the certification.

"We are the fourth airline worldwide to become CEIV Live Animals certified, and the first in the Middle East. This certification is testament to the dedication and detail that we put into transporting the many different live animals that are placed in our custody. Whether they are horses, household pets, livestock, or exotic animals transported on our scheduled and charter flights or wild animals being flown under our WeQare Rewild the Planet initiative, we go beyond the required regulatory standards, to ensure that the animals are given the utmost care and comfort for the entire duration of the journey," said Miguel Rodriguez Moreno, Senior Manager Cargo Climate Control Products.

Brendan Sullivan, IATA's Global Head of Cargo, praised the airline for its humane treatment of animals, saying, "Having Qatar Airways, one of the largest transporters of live animals, achieve CEIV Live Animals certification is a significant boost not only for the airline's customers, who can be confident that their precious cargo will arrive safely, but also the region. We congratulate them on their achievement and their pioneering efforts in the safe transportation of live animals including wild animals through their 'WeQare' initiative."

The certification applies at Qatar Airways' Doha headquarters and the QAS Cargo Doha hub, and covers all animals (amphibians, birds, crustaceans, fish, invertebrates, mammals, or reptiles) that Qatar Airways Cargo is authorized to carry as per each respective relevant procedure.

Today, around 9% of all live animals transported globally by air, travel on



board a Qatar Airways flight. The cargo airline runs a 4,200 m<sup>2</sup>, air-conditioned, state-of-the-art Live Animal Centre at Hamad International Airport, Doha, which includes dedicated holding areas for animals, horse stalls, pet kennels, access to 24/7 dedicated expert animal health care services, and a large 300 m<sup>2</sup> paddock.

Trained staff and pilots make every effort to ensure that the animals experience as stress-free a journey as possible, by arranging the shortest transit times from origin airport to the final destination, and adapting the relevant temperature and cabin pressure whilst on board.

This time last year, Qatar Airways Cargo was also recognized as IATA CEIV Pharma certified, having demonstrated its compliance with the industry-leading practices in the booking, acceptance, handling, and transportation of pharmaceutical products. The airline now aims to obtain IATA CEIV Fresh certification in 2022.

### time:matters (Shanghai) International Freight Forwarding Ltd. receives ISO certification



**Neu-Isenburg, Germany:** time:matters (Shanghai) International Freight Forwarding Ltd., now officially holds ISO 9001:2015 certification, reaffirming its adherence to international standards in express transportation of time-critical, customer-specific shipments.

Founded in China on June 1, 2019, time:matters (Shanghai) International Freight Forwarding Ltd., is part of the Lufthansa Cargo-owned time:matters, the German company specializing in urgent transports and time-critical international shipping.

time:matters (Shanghai) primarily handle support of customers from China, Hong Kong (SAR), and Taiwan, while managing all steps along the transport chain. The services offered range from the initial consultation and booking to the preparation of the corresponding air waybill and local invoicing.

Through the company's own website in Mandarin as well as WeChat, a popular and established social media platform in China, customers receive

reliable and regular information on comprehensive transport solutions for time-critical and sensitive shipments.

The bulk of its customers include national and international companies from the semiconductor and automotive sectors operating in Asia. In addition to connections to the global air network, the logistics expert offers customized express transport solutions from Singapore, Hong Kong (SAR) and the South Korean city of Incheon to northeastern China.

Alexander Kohnen, CEO of time:matters, elaborates: "With the ISO 9001:2015 certification, our company in China provides both national and international customers with the ideal proof of competence and performance. Within the DIN standard, the consistent alignment of all processes with customer needs is a high priority."

Constance Wu, Executive Director of time:matters (Shanghai) International Freight Forwarding Ltd., added: "Due to our well-functioning quality management system, we can meet our customers' requirements at any time. Moreover, adhering to high-quality standards enables us to expand into new industry sectors that take a certified quality management system for granted."



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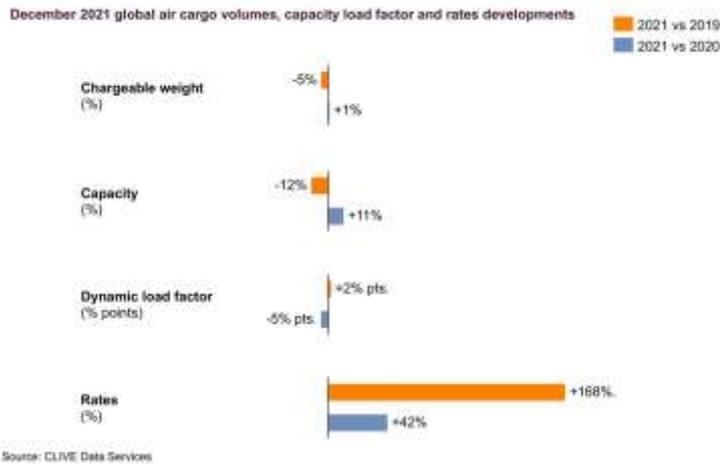
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December was similar to November: rates continued to climb despite muted volumes



**LONDON:** December demand in the general air cargo market put a final dampener on 2021 peak season volumes as continuing supply chain issues, congestion on the ground, and concerns over the new Omicron virus suppressed any end-of-year uptick, according to industry analyst, CLIVE Data Services.

CLIVE’s latest weekly market intelligence shows a -5% fall in chargeable weight in December 2021, compared to the pre-Covid level of December 2019, making it, versus 2019, one of the weaker months of the year.

Versus December 2020, volumes rose by +1%. CLIVE’s analyses of the general air cargo market for the last calendar month continued to measure performance to both the pre-covid 2019 level, as well as giving 2020 year-over-year comparisons, to provide a meaningful assessment of its current performance.

Q4 2021 data has reflected CLIVE’s statement earlier in the year that issues facing the air cargo market were driven by supply chain challenges, and less so by soaring volumes.

In October, CLIVE’s ‘dynamic loadfactor’ – which measures both the volume and weight perspectives of cargo flown and capacity available to produce a true indicator of airline performance – reported a lower load factor for the time of year than expected, followed in November by a -1.2% drop in volumes.

Cargo capacity has remained slow to return to the pre-Covid level. In

## December air cargo demand dampened by supply chain issues and Omicron concerns

December 2021, it remained at -12% to December 2019. The ‘dynamic loadfactor’ for this December of 65% was +2% pts up versus two years ago.

The big growth curve in Q4 of 2021 was in airfreight rates, which in December climbed at a global level to 168% ahead of December 2019 (+42% versus December 2020), following earlier monthly gains compared to 2019 of 155% and 159% in October and November 2021 respectively.

“It was certainly more complex to ship goods from A to B in 2021 by all modes of transport, which has continued to increase rates. In the general air cargo market, we’ve seen airlines focus more on managing margins than on filling aircraft,” said Niall van de Wouw, CLIVE’s Managing Director.

“From a volume perspective, compared to 2019, November and December did not produce ‘the peak of all peaks’. The capacity and ‘dynamic loadfactor’ trends were more or less in line with earlier months, but rates kept on climbing. So, what is at play here? This latest December data amplifies what we saw in November, with issues on the ground impacting the efficiency of the value chain. The rapid increase on Omicron and its impact on staff availability, hard lockdowns and their impact on business and consumer confidence are likely at play here.”

He added: “Looking at 2021 overall, after a very strong start to the year and pretty solid middle months, we witnessed a not-so-strong ending of the year. The wear and tear of close to 20 months of Covid started to really impact the efficiency of the value chain towards the end of 2021, and there are still no fundamental changes expected in the short-term that would change the current dynamics of supply chain shortages and elevated rates.”

## Japan Airlines awards 5-year extension to CHAMP

**LUXEMBOURG:** Japan Airlines (JAL) and CHAMP Cargosystems have extended their highly successful partnership for a further five years, notably on the use of Cargospot solution to manage the carrier’s day-to-day cargo business operations.

Since 2014, JAL has partnered with CHAMP in a series of ground-breaking digital transformational projects built around the Cargospot ecosystem, including the launch of a cargo business platform that enables a fully digitalized end-to-end process across the airline’s domestic operation, and a unique API-based solution that allows the airline’s customers to compare and book against multiple air-to-air and ground transportation options.

By extending their partnership with CHAMP, Cargospot will remain the IT keystone of JAL’s cargo business, enabling the airline to take advantage of the solution as it continues to evolve for the benefit of CHAMP’s large and growing customer community.

JAL’s operation of Cargospot will be supplemented and further enhanced by the airline’s continuing use of CHAMP’s ULD Manager and Traxon compliance services, which support pre-loading and pre-arrival declarations to customs and border protection authorities.

Nicholas Xenocostas, VP Commercial & Customer Engagement at CHAMP



Cargosystems, said, “Our solutions have been and will continue to be at the core of Japan Airlines’ cargo operations. Cargospot and CHAMP’s other services continue to evolve in line with its emerging business needs and continue to be an integral part of our long-term digital transformation. CHAMP is honored to have Japan Airlines renew its confidence in our technologies and our people.”



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## Seafrigo Group opens new facilities in Le Havre

the railway network and a quay will be created to boost river traffic and encourage modal transfer to the ports of Paris.

On the social front, dozens of jobs will be created in the Le Havre economic basin, positioning the company as a leader for local development.

"We are proud to share this joint project with Le Havre regional management and to offer our customers this new multimodal logistics park, ideally located in the heart of the port's shipping areas. Seafrigo Group will continue to grow in the years to come, with other projects currently under study both in France and abroad. Our commitment is to master the entire logistics chain for the global and continued satisfaction of our partners," said Eric Barbé, Chairman and CEO of the Seafrigo Group.

Seafrigo's new buildings are located within HAROPA PORT, the single banner to which the ports of Le Havre, Rouen and Paris operate in unison since 01 June 2021, connecting shippers to every continent on the planet, making them France's biggest consumer catchment area.

"We are pleased to support this ambitious project. Seafrigo is currently one of the main employers in the port area and this new facility is a strong marker of growth and stability for our sectors. In this we share a common ambition: to contribute towards making Le Havre a maritime metropolis and the Seine axis a multimodal corridor," said Baptiste Maurand, Managing Director of HAROPA PORT.

**PARIS, FRANCE:** Seafrigo Group, the world specialist in temperature-controlled food logistics, recently inaugurated its new 60,000m<sup>2</sup> (650,000 sq ft) ambient temperature logistics facilities in France's Le Havre, a major port area in the Normandy region.

Its two new buildings, 30,000 m<sup>2</sup> each, are owned by AG Real Estate. Seafrigo will operate them for a fixed 12-year period. Operating at full capacity since end-2021, they will accommodate logistics flows for large retailers and manufacturers in the food industry.

Seafrigo said the new complex is designed as a true multimodal hub, enabling the company to strengthen its CSR strategy: the buildings will soon be connected to



## Hegelmann Group reorganizes operations in France amid expansion plans

**Paris/Bruchsal:** The Hegelmann Group says it is centralizing its activities in France within the context of a holding company called AS HOLDING SAS, based in Chatenoy-le-Royal, near Chalon-sur-Saône, in Burgundy.

The family-owned German company, which specializes in road transport, truck services and warehouse

logistics, has been operating in France since 2017.

"Our family-owned group, headquartered in southeastern Germany, is currently in the process of reorganizing to centralize its support services and expand its presence in other European countries, such as France," explains Svetlana Korotkov, managing director of AS Holding, who is responsible for developing the French market for Hegelmann Group. "We have a strong ambition to expand in the French market, including new branches of specialized workshops for trucks and the opening of accommodations for truck drivers from the beginning of 2022."

Founded in 1998 in Bruchsal, Germany, the Hegelmann Group owns 5000 trucks and employs 6500 drivers. It offers customers every type of road freight transport throughout Europe, primarily in Germany, France, Spain, Portugal, Italy, Poland and Lithuania, as well in the CIS region.

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## SAL Saudi Logistics Services opens bigger & better new station in Jeddah



**JEDDAH, KSA:** SAL Saudi Logistics Services – a member of the Saudi Arabian Airlines Corporation – recently unveiled its new Jeddah Station which is designed to increase SAL's annual cargo capacity to over 800,000 tons while providing retailers and companies new premium cargo services at King Abdulaziz International Airport in Jeddah.

The event was inaugurated under the patronage of Eng. Saleh Al-Jasser, Saudi Minister of Transport & Logistics. SAL Board Chairman Fawaz

AlFawaz pointed out the launch of the new extension at Jeddah Station comes in parallel with the National Industrial Development Program (NIDLP) – one of Vision 2030's most prominent programs – seeking to transform the Kingdom into a global logistics hub to diversify its economy and create more business opportunities.

AlFawaz said the project highlights the real potential of SAL in terms of ground-handling and other bespoke logistics solutions needed at airports to strengthen Saudi's global connectivity.

SAL CEO Hesham Alhussayen said the new extension spans over 61,000 square meters, adding more high-quality services to its existing wide range of ground handling services in addition to different state-of-the-art cargo facilities in accordance with international standards.

Alhussayen noted the new extension perfectly provides comprehensive import and export services, medical and food cold chain services, dangerous cargo services, and valuable cargo services under world-class security measures and ultramodern automated ground-handling systems.

The new extension also features effective cold chain facilities and new spacious storage

facilities with an impeccable infrastructure for special and highly sensitive cargo.

## Shippers and carriers begin constructive dialogue to overcome logistics challenges due to the pandemic

**BRUSSELS, Belgium:** Shippers and carriers have initiated constructive dialogue to overcome the global logistics challenges as the COVID-19 pandemic lingers on.

Last December, broad representation of members from the European Shippers Council (ECS) and the World Shipping Council (WSC) and the Secretariat of the European Community Shipowners' Associations (ECSA) met to discuss the current supply chain disruptions as well as decarbonization and digitalization.

That was the first of a planned series of meetings between shippers and carriers, in a joint effort to find solutions through dialogue and improve mutual understanding of the challenges each party faces.

Over the last 18 months supply chain issues have caused serious problems for logistics providers, coinciding with the COVID 19 Pandemic. The causes are multiple and complex: swings in supply and demand, disrupted consumption patterns, alternative product sourcing, local lockdowns, congested infrastructure,

and labor shortages.

Service reliability, business models and just in time supply chains have been tested to the limit. The ESC-ECSA-WSC initiative is aiming at a better cooperation between supply chain partners and a healthier functioning of supply chains.

They agreed that cooperation on improving communication between supply chain parties, and achieving better supply chain visibility and forecasting in the short to long term will be taken forward for further consideration.

**"Carriers depend on shippers for their business and shippers depend on carriers to get their products to market. Only by working together and trying to identify what actions could potentially work to everyone's benefit can we overcome current challenges and build stronger long-term foundations for the future," John Butler, CEO and President of WSC explained.**

Denis Choumert, Vice-President of ESC agreed: "That is why ESC, WSC and ECSA members are keen to continue this dialogue so that carriers and shippers can talk with and not about one other and thereby build more robust supply chains for serving customers. We want to improve the mutual understanding of the difficulties being faced by each party and make progress through partnership not conflict."

Luisa Puccio, Director Shipping & Trade Policy for ECSA also acknowledged the importance of the dialogue: "We strongly believe that dialogue can promote a better shared understanding of the operational challenges between carriers and shippers and that we all need to do this together. ECSA stands ready to lend its support."



## SEKO and Buyer Connected launch 'City of Refuge Logistics Training Program' to help ex-prisoners get employed in logistics and supply chain

**ILLINOIS:** SEKO Logistics is partnering with retail services client Buyer Connected, Inc. (BCI) to launch a new logistics training program to create employment opportunities for previously incarcerated men and women in Atlanta, Georgia.

As part of the not-for-profit City of Refuge initiative, the companies aim to support individuals and families in one of America's most struggling neighbourhoods.

The City of Refuge helps people in crisis to thrive in their community, offering food, housing, and emergency healthcare support, while its Reentry Hub provides opportunities to learn new skills through education, job training and financial literacy. By bringing together like-minded community members, organizations and volunteers, the City of Refuge creates jobs, local opportunities, and stronger families in an area where nearly 40% of residents live below the Federal Poverty Level.

Starting in January 2022, the new logistics training program will help recently released, non-violent offenders to re-enter the workplace and begin successful careers. Buyer Connected and SEKO Logistics will provide training support for nearly 250 formerly incarcerated individuals who are transitioning from prison to the community.

The two-week training program will host groups of up to 20 people per month and equip participants with the necessary skills to fulfil roles in the ever-growing logistics industry. Training for warehouse management, along with forklift and health and safety certification, all form part of the new program.

The City of Refuge has been providing vocational training for over 10 years and, today, with the help of donors and sponsors, provides a wide range of courses under one roof - preparing students for jobs in the automotive, technology, banking, culinary arts, sales administration, and security sectors.

"When previously incarcerated individuals return to their community, they very often face immediate and multiple issues such as



Preparing for the launch of the new logistics training program are Mike Labadie, SEKO, ATL Managing Director; Char Dalton, SEKO's General Counsel, Vice President; Rob Keuten, CEO of Buyer Connected; Greg Washington, Director of Family Reunification/Reentry, City of Refuge; Jamal Lewis, President of Buyer Connected; and Rick Lee, SEKO Logistics' Chief Operating Officer-USA. Supplied Photo

debt, unemployment, broken families and limited access to safe housing. The strain of these factors can lead to increased chances of them returning to prison, but the City of Refuge and its Reentry Hub have proven that when the community works together, we can make amazing things happen. Since 2019, nearly 600 individuals have been placed in stable employment through this program and we know that Buyer Connected and our partner SEKO Logistics can make a positive contribution to help more people," said Rob Keuten, CEO of Buyer Connected.

SEKO is participating in the program as part of its SEKO Cares initiative, which throughout the COVID-19 pandemic has also purchased and distributed hundreds of thousands of PPE supplies to frontline healthcare workers in the United States and other countries within SEKO's global network. SEKO Cares also supports the company's employees and aims to inspire other organizations to 'pay it forward' with offers of help and donations to good causes.

**"We are proud to be working alongside City of Refuge and Buyer Connected, and to be sharing our expertise to help motivated and engage individuals that are ready to make a fresh start in life to better themselves and build a brighter future for their families. Our Atlanta facility will pilot this new logistics training program, but we already have other SEKO stations asking to join this initiative - which is testimony to our business and community culture. SEKO may be the first partner for this new training, but we encourage all logistics companies, partners and clients to participate, not only to address the labor shortages, but also to create more inclusive hiring and training practices," stated James Gagne, SEKO's President & CEO.**

The program to help detainees begins 18 months before their release. Case workers determine the individuals in a strong position to succeed, and who will be committed to the program and the opportunity it offers. They then work with each person to understand if they can be a leader in their job, home and community. This support then continues once they find employment.



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# Wiremind

Making sense of technology  
on global transport and people



**Air Cargo Update talks to Nathanaël De Tarade, Chief Commercial Officer of the Paris-based software and data science company Wiremind, about how digitalization is reshaping the industry and how their company is making sense of technology and data to benefit the global transport industry and the people that depend on it.**

# W

we're three years into the pandemic and without the help of science and technology combined, it will be extremely difficult to navigate the complex impact of the global health and economic crisis that the world is now facing.

This is a delicate time in humanity's history where resources are scarce. The era of smart technologies, space exploration, artificial intelligence (AI), drones, robots, data science, algorithms and so many other tech and industrial revolution never before seen in our lifetime.

The air cargo industry, among the frontline industries that the world is currently heavily dependent on in terms of movement of goods, medical supplies and vaccines, is no exception to the massive digital transformation we're

currently seeing and experiencing.

Though struggling to embrace digitalization globally due to various reasons, the industry continues to make progress in different aspects of technology.

**Air Cargo Update** talks to Nathanaël De Tarade, Chief Commercial Officer of the Paris-based software and data science company Wiremind, about how digitalization is reshaping the industry and how their company is making sense of technology and data to benefit the global transport industry and the people that depend on it.

De Tarade, an industry veteran for 11 years, half of which spent at AirFrance-KLM and the other half at Wiremind, says the airfreight industry is yet to fully utilize the scientific data and other technologies available to operate more efficiently and profitably.

## ***Harnessing the power of technology***

With just three staff when it started, Wiremind is now powered by 50 people and its roster of clients are some of the biggest in the cargo and passenger transport industries—Emirates, Atlas Air, United Airlines, Qantas, ECS Group, Chapman Freeborn, etc., and SNCF (Société nationale des chemins de fer français), one of the world's first and biggest rail operators.

SNCF chose Wiremind's CAYZN Revenue Management Solution to optimize its TGV INOUI high-speed services as well as for its Intercity and night-trains. This is so far Wiremind's biggest accomplishment with 120 million commuters from France alone using the system.

"This is most likely one of our biggest achievements to date, and certainly one we have

worked the hardest for. High-speed TGV rail travel in France alone is more than 120 million passengers per year, so it is comparable to some of the largest airlines in the world. We are very proud that SNCF has selected Wiremind as their solution provider to handle such a critical and strategic area. We believe it shows our level of expertise in Software, Revenue Management and Data Science," De Tarade proudly said.

This year, the company is focusing more on the air cargo industry as it takes the lead role in safely transporting billions of COVID-19 vaccine doses across the world to contain the spread of the constantly mutating Coronavirus.

"2022 is really the year where our product offering will step up significantly. We already address the needs of end-to-end capacity optimization, from quotation to booking to flight build-up, thanks to our SkyPallet solution - we are now also offering to our customers dedicated Data Science & Ai-based solutions for Pricing, Overbooking, among others. We will be announcing more in the coming months," said De Tarade.

Worldwide, more than 307 million people have been infected by various COVID strains and more than 5.5 million have died as of January 2022. With the unequal distribution of vaccine still a major issue and governments lacking resources to buy medical supplies and sustain their healthcare systems, experts say the pandemic could linger on far longer than what they had hoped for.

### **Meaningful global impact**

The pandemic has once again highlighted the importance of the global and domestic transport industry to move people and goods of all kinds via air, land or sea.

The industry is instrumental in taking essential workers to their jobs, keeping economies afloat and distributing vaccines across continents despite unprecedented logistical and other operational challenges. In terms of global trade, air cargo accounts for one-third of it estimated at over \$6 trillion annually.

The transport sector's impact to global trade and people across the world are the very reasons why De Tarade and the other founders of Wiremind chose to focus on it.

"The first reason simply lies in the background of the founders. We all come



**Nathanaël De Tarade**

from the transport industry. There are many reasons why it's one of the best industries to work in: it is an international business, where you meet people from different cultures, it is also a business that is essential in the lives of people - as you say, there are very few people on this planet that do not move themselves, or do not benefit from goods that have been moved," the Wiremind CCO shared.

Mobility will continue to impact how people live and do business. This is something that Wiremind is cognizant of, thus, it continues to seek innovative ideas and solutions that will create meaningful benefits for companies in the transport sector as well as people that rely on it.

**"I am proud to work on technology that has a true and meaningful impact on global trade. Sometimes, I feel that technology is used to offer a solution to something that was not a problem: ordering a pack of cookies from the supermarket that is located 5 minutes away from my apartment, and getting them delivered in 10 minutes without moving from my couch, is not my idea of the best possible use of technology.**

"Delivering Covid-19 vaccines to the world seems much more relevant. So, I'm confident that moving goods and people, using each mode of transportation as long as we are environmentally aware of our impact and work on mitigating it, is something that has a future. Fully using the capacity at our disposal is also meaningful in that aspect, to avoid flying or shipping empty space," said De Tarade.

### **Wiremind and air cargo**

The pandemic challenges seen in the transport industry and its supply-chain are unique and given the constant changes that may arise from it, De Tarade says Wiremind is open to more innovative ideas in the future.

"We have to separate the challenges that were already there, that the pandemic made even more important, such as digitalization, and the challenges that directly stem from the pandemic itself, such as the high volatility of the passenger capacity, with direct impact on the cargo capacity in the market," he said.

"For the challenges that we already knew, the pandemic has acted as a magnifying glass. So, we have to stay agile enough to address needs that are suddenly urgent, not just important. That's what we do by launching new products and services," he added. "For the rest, the most important thing for us to do is stay close to our customers: When the capacity changes, it brings new challenges and we have to provide value to meet them."



To harness the potential of technology on air cargo, De Tarade believes the industry should focus more on data so it can make the necessary adjustments on its operations and create more possibilities.

"I think the industry should focus on data. It always sounds very general: what data do we have or don't have, where it is stored, how it is stored, what do we use it for, who do we share it with, etc. Looking at each of these questions takes time and requires cooperation with many stakeholders. Yet it is crucial, because it is the condition for the success of high-value projects that include Data Science models that have direct impact on revenues and costs," he explained.

"I do feel that things are moving in the right direction though, the right level of priority is starting to be given to those topics."

As the industry re-invents itself in the face of herculean tasks during this pandemic, De Tarade it can tap technology to make things easier for its many components.

"One thing that is exciting in air cargo is the very large number of areas, departments and cases where technology can really bring value. Looking at concrete examples: customer service, where you had to send emails and follow up on the phone to simply ask for capacity information. This process can be much simpler, thanks to having integrated solutions, platforms, etc. that interact with each other," said De Tarade.

"Another example would be the flight management process. If I take the example of what Wiremind Cargo offers, we have a show-up rate algorithm that provides immediate advice as to how much no-show (and low-show) will likely happen on a flight, which is a direct way to increase efficiency and revenues," he added.

### **Taking charge of threats**

With the digital age comes a new global nemesis, the cyber criminals who have become more sophisticated in launching attacks against individuals and companies throughout the world, often undetected until a ransom is demanded.

As the world shifted to more remote working or hybrid work due to the pandemic, cyber attacks have risen higher with damages of \$1 trillion in 2020. This year, experts believe global cybercrime damages could have reached \$6 trillion, according to Cybersecurity Ventures, the world's biggest research cybersecurity firm.

**cyber attacks have risen higher with damages of \$1 trillion in 2020. This year, experts believe global cybercrime damages could have reached \$6 trillion, according to Cybersecurity Ventures, the world's biggest research cybersecurity firm.**

security level," he said.

"These solutions involve multiple actions: several daily backups at multiple locations, 2 (sometimes 3) factor authentication, etc. But we are very much aware that most cyber-attacks are made possible not so much because of a default in the technology, but rather because of human mistakes. So, we have regular training sessions that target all staff, not just software engineers," he added.

Threats should be anticipated and dealt with possible solutions. And unexpected situations like this pandemic have invaluable lessons that people and businesses learn from.

"Business-wise, what comes to mind first



Over the next five years, cybersecurity attacks could even top \$10.5 trillion in value as cyber criminals become more aggressive and sophisticated against the backdrop of a more digital world.

De Tarade said Wiremind takes cyberattacks very seriously and while there are no guarantees it won't happen; the company has taken extraordinary steps to protect their clients.

"Cyber-attacks are an extremely serious matter. Of course, we follow the highest standards of our industry. We have a dedicated infrastructure team that has the direct responsibility of cyber security across all perimeters of the company. They are highly qualified engineers that constantly review the solutions we have in place to ensure the highest possible

is the fact that a company should "expect the unexpected". Sounds like a paradox, but I mean it as a state of mind: when you are considering scenarios when making decisions, do not picture the coming years as a clear horizon just because you have clear goals. Instead, picture a moving context, with multiple possibilities (both threats and opportunities)," De Tarade shared when asked about the lessons he learned from this pandemic.

"Another thing I can think of is the fact that a time like this is really the best time to look at your processes: which you must keep, and which you can do without, at least for a while. Interestingly, I think that both of these lessons also apply at a personal level: I feel that many of us have been increasing our focus on what really matters."

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# Q & A

with  
**Steve  
Mathias**

Vice President  
Global Military  
Sales and  
Strategy, Bell

**T**hree years on since the pandemic turned the world upside down, nations have become more dependent on the air transport industry to sustain people, livelihood, businesses and their economies.

**In this brief Q& A with Steve Mathias, Vice President, Global Military Sales and Strategy, Bell, a former US military official who once served as the Chief of Staff of the NATO Training Mission Afghanistan Special Operations Forces, we hear his thoughts on the situation's impact on their operations and his insights on the aviation industry's future.**

**The pandemic has accelerated the digitalization of everything. What smart technologies will greatly impact the aviation industry in your opinion?**

One important change is how we communicate. With traditional in-person communication severely impacted by COVID, we've leveraged technology to maintain consistent communication with customers and our workforce around the globe. Leaders throughout our company have implemented telework, social distancing and



other best practices which has resulted in increased productivity while keeping our workforce safe.

**What challenges will impact the aviation industry's growth in the foreseeable future?**

We know that there will continue to be a balance, as we navigate through this crisis. We've been very fortunate in navigating the challenges in the aviation industry and have even increased productivity. We took deliberate, proactive action very early in this pandemic to ensure continuity of operations across the company, in our factories and down the Supply Chain, while also implementing CDC guidance to keep our employees safe. Today, Bell is at work, most of our employees are on site, and Supply Chain is working well. Our employee work-from-home program in some regional offices is also working well.

**What innovative products or services is Bell highlighting at Dubai Airshow given that this is the first major aerospace event globally since the pandemic struck. Please elaborate.**

Dubai Airshow has been an amazing show and we are glad to participate this year. Bell has a wide variety of activity on both commercial and military products and has displays for both the Bell 429 and the Bell 409. Additionally, the U.S. Marine Corps brought a MV-22 Osprey, the world's only production tiltrotor aircraft for both aerial demonstration and static display.

**It was recently announced that Bell completed its first Bahrain AH-1Z Viper. Can you tell us more about this and how important is acquiring this given the continued volatility in the Middle East's security?**

The Gulf Region has a tremendous impact on the aviation market and the Viper will bring significant benefits to the Bahrain Defense force as they modernize their attack helicopters. The AH-1Z brings the most advanced dedicated capabilities to the region and helps amplify interoperability and effectiveness of allied forces.



# EMIRATES SKYCARGO

**wraps up a historic 2021  
with several industry-leading  
milestones**

Focusing on its signature strengths and values—agility and responsiveness, customer focus, innovation, fleet and network capabilities, Emirates SkyCargo successfully navigated the complex landscape of the global logistics and supply chain industry in 2021 against the backdrop of a lingering pandemic.

The airfreight division of Emirates notched up numerous milestones throughout the year, reinforcing its leadership position in the global airfreight industry.

“This has been without question one of the most challenging years for our industry as the pandemic continues to create difficulties across the entire supply chain and across all modes of transportation. However, Emirates SkyCargo has been a first mover in ensuring that trade lanes remain open by reinstating flights and providing additional capacity on key trade routes across six continents. We remain committed to offering the highest levels of service to our customers with safety at the center of everything we do,” said Nabil Sultan, Emirates Divisional Senior Vice President, Cargo.

### **January: Distribution of COVID-19 vaccines**

Emirates SkyCargo has maintained an unwavering focus on supporting communities, especially those in developing markets, with rapid access to COVID-19 vaccines and other medical supplies.

To this end, in January 2021, Emirates SkyCargo partnered with leading Dubai-based entities—DP World, International Humanitarian City and Dubai Airports to form the Dubai Vaccine Logistics Alliance to expedite global vaccine distribution through Dubai.

Emirates SkyCargo also signed an MoU with UNICEF in February 2021 to prioritize delivery of COVID-19 vaccines and related supplies in support of the COVAX initiative for equitable distribution of COVID-19 vaccines.

With its expertise in transporting temperature sensitive pharmaceuticals and with its wide-body capacity and extensive global network, Emirates SkyCargo played an important role in the international movement of COVID-19 vaccines. At one point in April 2021, one in every 20 COVID-19 vaccines administered around the world had flown on an Emirates aircraft.

By December 2021, the cargo carrier had transported a total of 600 million doses of COVID-19 vaccines on its flights to over 80 destinations, one of the largest volumes globally by any airline cargo carrier.

### **February: Supporting perishable exports**

In February 2021, Emirates SkyCargo showcased its support and commitment for the global food and beverage industry with a dedicated stand at Gulfood 2021, the world’s largest annual food and beverage trade exhibition in Dubai. The move also signaled confidence

Emirates SkyCargo transports close to 600 tons of food materials every day on its flights supporting communities reliant on agricultural exports for income and at the same time also ensuring food security at markets reliant on food imports.

The air cargo carrier transported over 265,000 tons of perishables and food on its flights in 2021, facilitating an important volume of the global cross-border logistics in the trade of food and other perishables.

### **March: One year anniversary of cargo-only flights**

In March 2021, Emirates SkyCargo marked one year of utilizing Emirates Boeing 777 passenger aircraft for cargo-only operations. These cargo flights on passenger aircraft helped supplement available global cargo capacity for Emirates SkyCargo facilitating transport of PPE, food, medicines, electronics, raw materials for manufacturing and several other commodities during the COVID-19 pandemic. Emirates SkyCargo had operated more than 27,800 cargo flights on passenger aircraft between March 2020 and March 2021, the most by any global air carrier.

Throughout the year, Emirates SkyCargo continued to operate cargo flights on its passenger aircraft and mini freighters (passenger aircraft with seats removed from Economy Class), supplementing much needed cargo capacity and transporting goods and commodities seamlessly from origin to destination. The air cargo carrier operated a total of more than 20,000 cargo-only flights on passenger aircraft during 2021.

### **April: Reinstating global network**

By April 2021, Emirates SkyCargo had reinstated its global network for cargo flights to more than 135 destinations across six continents. This represented more than 85% of its pre-pandemic global network. By end of June 2021, Emirates SkyCargo was operating to more than 140 destinations, restoring 90% of its pre-COVID network.

### **May: Humanitarian assistance through Emirates India Airbridge**

In May 2021, Emirates SkyCargo announced that it was establishing a humanitarian airbridge between Dubai and India to transport urgent medical and relief items, to support the Indian community to fight the serious COVID-19 situation at that time in the country.

The air cargo carrier supported partner organizations including International Humanitarian City and WHO by flying relief materials free of charge to nine destinations in India. More than 100 tons of cargo were flown free of charge within the first three weeks of the announcement of the airbridge.

### **June: Strengthening cool chain infrastructure at Dubai**

In June 2021, Emirates SkyCargo expanded its temperature sensitive pharma and vaccine handling capabilities at its EU GDP certified dedicated pharma facility at Dubai International Airport. The air cargo carrier added 94 cool room pallet positions to its existing infrastructure allowing for ore handling capacity for temperature sensitive





pharma, including COVID-19 vaccines.

The new extension is able to hold an estimated 60-90 million doses of COVID-19 vaccines at any one time. Emirates SkyCargo's pharma infrastructure and capabilities include a three-tiered specialized product 'Emirates Pharma', innovative equipment such as dedicated pharma cool dollies for maintaining unbroken cool chain on the airport ramp as well as enhanced origin to destination temperature protection with its Pharma Corridors program.

### ***July: Flying champion horses to and from Tokyo for the Olympics***

July 2021 marked the start of one of the largest air charters for the transport of champion horses ever undertaken by Emirates. The carrier flew 316 horses from Liege to Tokyo and 323 horses from Tokyo to Liege concluding more than 18 months of intense planning. 16 dedicated charter flights on Emirates Boeing 777 freighters also transported 157 horse grooms, 160 tons of equipment and 336 horse stalls over a seven-week period from mid-July.

### ***August: Supporting exports and record-breaking operations***

With capacity shortfall impacting exports of industrial and consumer supplies across the world, Emirates SkyCargo's global teams pulled out all stops to operate additional flights to facilitate transport of time sensitive commodities.

As an illustration, Emirates SkyCargo's team in Hanoi, Vietnam, transported more than 4500 tons of export cargo from Hanoi on a record breaking 97 cargo flights, handling anywhere between 6-7 flights in a single day, flying a variety of commodities from PPE to electronics and from perishable commodities such as fruit and vegetables to clothing and high fashion.

### ***September: Upgrading customer experience***

In order to enhance the user experience and efficiency of its cargo booking process, Emirates SkyCargo partnered with WiseTech Global, a leading provider of software solutions to the logistics industry to provide direct access to its flights and inventory for cargo customers,



allowing them to make bookings directly without any other touchpoints. This is part of Emirates SkyCargo's broader initiatives to provide a richer and more optimized user experience for external and internal customers along with additional digital functionalities.

### ***October: E-commerce***

Emirates Delivers, the e-commerce delivery platform developed by Emirates SkyCargo celebrated its second anniversary. The product is aimed at individual and small business customers in the UAE who shop online regularly from the US.

E-commerce was also the focus area of a Memorandum of Understanding (MoU) that Emirates SkyCargo signed with Emirates Post in November at the Dubai Airshow. Under the agreement, the two entities will work together to create an end-to-end global logistics platform with its hub in Dubai.

### ***November: Focus on freighters***

Emirates SkyCargo outlined its roadmap for 2022-2024 for its freighter fleet at the Dubai Airshow. The air cargo carrier announced that it had invested US\$ 1 billion for acquiring two new freighter aircraft from Boeing as well as for the conversion of four Boeing 777-300ER passenger aircraft into freighters by Israel Aerospace Industries (IAI).

### ***December: Supporting small businesses***

Through its international network, Emirates SkyCargo enables many small businesses across continents to reach a larger global audience. One of the companies that Emirates SkyCargo has been helping is a UAE start-up that has been growing premium oysters in the waters of Dibba Bay. The air cargo carrier facilitates the rapid transportation of this premium produce from the UAE to connoisseurs in markets such as Russia oftentimes within the same day.

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# MERCEDES-BENZ TRUCKS: 125 years of innovative mobility

**The truck, that would go on to define the global trucking industry was sold weeks later to the British Motor Syndicate, a London-based automobile company, and the rest is history.**

**I**t's been 125 years since Gottlieb Wilhelm Daimler, a German engineer and industrialist, introduced the world's first truck at the end of the 19th century.

In what was quickly recognized as a standout moment for the automotive industry, Daimler, one of the two founders of Daimler-Benz AG (the other being Carl Benz), unveiled his invention in 1896. The three-pointed-star is testament of the brand Mercedes-Benz as the most famous brand of the former Daimler-Benz AG.

A triumph of engineering, the truck known as the Phoenix had a four-horsepower strong, two-cylinder engine which linked to the rear axle by a belt. Protected by helical springs, this engine was somewhat sensitive to vibrations (not least because the vehicle ran on hard iron wheels). The driver meanwhile was positioned up front on a bench seat and used a large wheel mounted on a vertical column to steer.



The truck, that would go on to define the global trucking industry was sold weeks later to the British Motor Syndicate, a London-based automobile company, and the rest is history.

To add to what is already a landmark year, it is a quarter of a century since the company honoured the centenary of the Phoenix by launching the pioneering Mercedes-Benz Actros (the first truck of its kind with components entirely controlled by a CAN-BUS system and electronic brake system).

### **General cargo transport**

The new trucks were not only used for general cargo transport but were also quickly discovered by tradesmen and builders for transporting tools and building material. In 1897, just one year after Daimler invented the truck, Daimler-Motoren-Gesellschaft (Daimler Motor Corporation) was able to showcase a vehicle with a payload of five metric tons. The new 5-ton truck was used for the first time to transport building

materials, as Daimler personally carried out the test drives at a roof tile factory.

The introduction of so-called winched tippers in 1904 paved the way for heavy bulk cargo transport: A loading bridge could be raised on one side using a crank and rack. Only two people were able to handle five tons of cargo with a corresponding transmission of the crank using only two winches per truck. This procedure remained state-of-the-art until the 1920s, when the hydraulic tipper press successively replaced the manual work on the dumping body.

This was the birth of the three-way dumper truck: The hydraulic strut as a driving force made it possible for bulk material to slide off in three directions instead of just two.

### **Forward-thinking technology in the first truck**

It is remarkable that the first truck 125 years ago anticipated the planetary axles that are still common today, especially in construction vehicles: The belt transmission sends the power of the engine onto a shaft mounted across the longitudinal axis of the carriage, the two ends of which are provided with a pinion.

Each of these pinions now engages in the internal gearing of a ring gear, which is firmly connected to the wheel to be driven. In modern planetary axles, this shaft ends in the wheel hubs in a sun gear connected to 3 to 5 planetary gears.



These run on a stationary ring gear and thus drive the wheels. This is how, in principle, the planetary axles of heavy Mercedes-Benz trucks have been working ever since right up to the current Arocs series.

With the exception of the 10-tons vehicle, such as the three-axle LK 10000 from 1937, Mercedes-Benz was able to increase the payload of the dump truck in the pre-war period. This was one of the first real heavy-duty trucks on the road. The powerful vehicle had an output of 150 hp and a double-drive rear axle (axle configuration 6x4).

### **Squared two-axle dump trucks**

Post-war production was quickly getting back on its feet. The provisionally improvised L 4500 with its square wooden cab was born at the heavily destroyed Gaggenau factory.

Launched in 1949, the bestselling L 3250 was one of the tough pragmatists that helped the Federal Republic of Germany, which was founded in the same year, set course for the economic Miracle on the Rhine.



A somewhat heavier vehicle that joined the team in 1953, helped out. Known as the L 4500, then called the L 312, it was extremely successful in supporting the 3.5-ton truck as an almost identical vehicle – with just one ton of added payload. These new models both immediately became market leaders in their class and were able to easily maintain this leading position until they were replaced in 1961.

### **A real workhorse for heavy situations**

In order to generate a mere 145 hp at the beginning of the 1950s, it took more than 4.6 liters

of displacement, delivered by the 1949 OM 312 diesel engine.

As a further milestone, the L 6600 with a higher payload of 6600 kilograms was the first new development at Daimler-Benz in 1950. The L 6600, a vehicle fully focused on the heavy-duty class, with its 145 hp and 8.3 litre OM 315 pre-chamber diesel engine was produced at the Gaggenau plant. By the mid-1950s, heavy two-axle dump trucks, such as the LK 6600, were added to the range. However, it took until the 1960s before Daimler-Benz also manufactured three-axle vehicles for construction.

### **Short-nosed & long-nosed trucks**

As a compromise on wheels, the new Daimler-Benz short-nosed trucks, first introduced in March 1959, were born. New and particularly rigid regulations in terms of the dimensions and weights introduced by the Minister of Transport Seeböhm, brought the end to traditional long-nosed trucks, which, with their imposing noses, were suddenly accused of wasting space at the expense of the loading space.

The time had come to shrink these hoods a little. This was because the designers were forced to create as much space as possible for the loading space within limited external dimensions and, on top of that, to build as lightly as possible in order to ensure a maximum payload with a rigidly limited total weight. It seemed to be too daring for designers to switch completely to the COE design that had already come into fashion abroad. It was not clear whether the COE principle would prevail in the long term and whether customers would approve of such a radical step.

**A key advantage of the short-nosed design compared to COE trucks: The engine only protruded modestly into the short-nosed cab and thus offered a kind of climb-through. This left enough space for a third seat between the driver and co-driver and less heat and noise got into the cab. The engine in the short-nosed variant was more accessible in any case. And it would still take years before the first tipping COE cabs would be produced.**

The new short-nosed vehicle came in three weight classes: The L 322, designed for a gross vehicle weight of 10.5 tons, was a typical medium-duty truck, intended primarily for local transport and for jobs that were not too heavy in the construction industry. With a total weight of 12.0 tons, the factory also added the heavier L 327 in spring 1959, which used this capacity to exploit the maximum permissible total weight in accordance with Seeböhm's regulations. Finally, the L 323 (later L 710) took over from the L 311 (formerly L 3500) and attempted to be an early representative of the 7.5-ton class (GVW) in terms of the total weight.

The heavy versions of the short-nosed trucks in particular had long proven to be a real export hit. While the production of the light and medium-duty short-nosed trucks – depending on the model – ended between 1976 and 1984, the heavy-duty two-axle vehicles L 1924, L 1928 and the three-axle vehicles L 2624 and L 2628 remained in production for export for many years to come. It

wasn't until the mid-1990s that a short-nosed L 1924 was the last of its kind to roll off the production line in Wörth.

However, two things were to be added to the range: on the one hand, a COE truck with all-wheel drive and, on the other hand, a very short cab for COE trucks. For example, the heavy LP was only available with a medium-length or long cab. An unusual approach was applied to offer the LP, that was about to be discontinued, as an all-wheel drive vehicle: COE trucks by Hanomag-Henschel, a company which had recently become part of the company, would be combined for the short term with Mercedes-Benz's own V-engines as well as transfer cases and planetary axles.

### **Modular system**

A completely new and clearly structured model range to the previously somewhat unstructured heavy-duty truck range came about in the 1970s.

NG 80: From 1980, the vehicles of the new generation would be available with revised modular engines in V design as NG 80 with optionally six, eight or ten cylinders; the in-line six-cylinder engines would continue to be part of the range.

NG 85: A third and final revision took place in 1985. The OM 442 engine installed in the NG 85 was the first diesel engine in the world for a truck to have an electronic engine control unit (known as electronic diesel control (EDR) at Daimler-Benz). As of 1987, the NG 85 was also available as a four-axle vehicle with 8x8 axle configuration. Daimler-Benz built two four-axle models, the 3528 AK with an OM 422 naturally aspirated V8 engine and the 3535 AK with an OM 442 A turbocharged V8 engine without intercooler. Both vehicles were designed for a permissible gross mass of 35,000 kg. Initially, the four-axle vehicles were built at NAW, a special Group subsidiary based in Arbon, Switzerland. Wörth later took over production.

The heavy-duty vehicles were produced until 1998 and then replaced by the Actros, which would be offered in parallel from 1996 on.

### **25 years ago: refinements increased with the introduction of the Mercedes-Benz Actros**

Mercedes-Benz launched the Actros 25 years ago, especially for long-haul transport and



construction sites. Its first generation, introduced in 1996 for the 100th anniversary of the truck invented by Gottlieb Daimler in 1896, marked the start of a series that remains one of the leaders in its segment to this day.

The fact that every Actros generation is awarded the title of "International Truck of the Year" by commercial vehicle journalists from all over Europe has also proven the extraordinary success of this model. According to the panel's rules, the title is awarded annually to the truck that has made the biggest contribution to innovations for road transport in terms of efficiency, emissions, safety, drivability and comfort.

The reliable, robust nature and planetary axles were retained in the first Actros design dating back to 1996, but the number of refinements has been increasing: Parabolic instead of trapezoidal springs, hydraulic-pneumatic gearshift system, a new front axle load compensation for the four-axle vehicles and, last but not least, an optional off-road EPS are the highlights that the new construction truck from Mercedes-Benz provides.

The new Actros for long-distance haulage, also known as Actros 4, was introduced in 2011. The fifth Actros generation followed at IAA in 2018.

The Actros variant for construction, the Arocs, was introduced at bauma in 2013. The Arocs range includes all trucks and semitrailer tractors for on and off-road operation within the construction sector. Mercedes-Benz developed the Arocs series especially for the construction industry.

### **Looking beyond the future**

Although there is much to celebrate in these historic moments, both globally and in the MENA region Mercedes-Benz remain entirely focused on the future and are determined to lead the automotive industry in delivering unwavering quality, safety and reliability for the next 125 years and beyond.

Olaf Peterson, General Manager Daimler Commercial Vehicles MENA FZE, noted, "While we are extremely proud of our history, as ever, we are looking to the future. Our pioneering spirit is part of our DNA and we are very aware of the diverse and changing requirements in this region.

We will continue to remain fully connected with our customers and are steadfast in our commitment to providing them with the best solutions, support, vehicles and service possible, across the board and around the clock." (Photos & Text from: [www.daimlertruck.com](http://www.daimlertruck.com))



## Emirates completes A380 fleet with 123rd delivery of iconic aircraft



**Dubai, UAE:** Emirates happily welcomed its 123rd Airbus A380 superjumbo jet, the final new A380 plane to join its fleet, marking another milestone in the airline's history.

The aircraft, registered as A6-EVS, was delivered despite the uncertainties brought by the pandemic,

showing Emirates' optimism for the aviation industry's eventual recovery.

**Emirates was the first airline to announce an order for the A380 at the 2000 Farnborough Air Show when the aircraft was still marketed as the A3XX. This was followed with a firm commitment and additional order for 15 more units at the 2001 Dubai Airshow, a bold statement just 6 weeks after the events of 9/11 challenged the industry like never before.**

Emirates' commitment was crucial to the launch of the program that brought together leading European aerospace players and its global supply chain to develop and bring to market the world's largest commercial aircraft with a full double deck and generous cabin interior space.

Since it first took to the sky, the A380 has continued to capture imaginations, generate excitement wherever it operates, and attract traveler preference for its quiet, spacious and comfortable interiors.

Sir Tim Clark, President Emirates Airline, said: "The A380 is a truly special aircraft in so many ways. For Emirates, it gave us the opportunity to redefine the travel experience, efficiently serve demand at slot-constrained airports, and bolster our network growth. The A380 will remain Emirates' flagship product for the coming years, and a vital pillar of our network plans.

"The aircraft we are receiving today features our latest cabin products including Premium Economy. Compare it to our very first A380 delivered back in 2008 and

you'll see the myriad of enhancements and upgrades invested in ensuring that the Emirates A380 experience is unparalleled. We'd like to thank Airbus and all of our program partners for enabling us to push the envelope to introduce many innovative 'industry firsts', and importantly, deliver the best product for Emirates' customers."

Guillaume Faury, Airbus CEO, noted, "The A380 has touched the lives of so many passengers by setting new standards in terms of flying and travel experience. I'm confident that it will continue to do so for decades to come with Emirates, which has continuously introduced new services and products allowing passengers around the world to experience the unique features of their A380s."

"On behalf of all Airbus teams, I would like to use this delivery milestone to warmly thank Emirates Airline - the biggest A380 operator in the world - for their unwavering trust and partnership. Here's to many more happy landings!"

The latest Emirates A380 to be delivered features the airline's latest signature products onboard including First Class Private Suites and Shower Spas, the highly popular A380 Onboard Bar, its new Premium Economy cabin, and the latest inflight entertainment systems offering the best-in-sky personal screens and unmatched choice of content.

At the 2021 Dubai Airshow in November, Emirates also announced a major retrofit program which will see 52 of its existing A380 aircraft fitted with Premium Economy cabins and other enhancements, highlighting the airline's ongoing commitment to ensuring its A380 experience remains best-in-sky.



### airBaltic to open new base in Finland

**Dubai:** Latvian airline airBaltic announced it will open a new base in Tampere, Finland by May 2022, connecting the route to six direct flights in addition to continued operations to Riga, Latvia.

"By taking a step outside the Baltics, we will enable our future growth and a faster return to profitability. Next year eight additional aircraft will join our fleet, and we will offer the best connectivity to and from Riga, Tallinn, Vilnius as well as Tampere. Tampere region is home to more than 500 000 residents, and

our data suggest there is enough local demand for air travel," said Martin Gauss, Chief Executive Officer of airBaltic.

Jani Jolkkonen, SVP, Airport Network and Deputy CEO at Finavia, said the news is a welcome development, saying, "Tampere-Pirkkala Airport is a very important airport for Finavia and during the recent years we have invested almost 20 million euros in developing the airport. The new base brings the airBaltic connections to Europe close to the local businesses and leisure travelers, whom we hope to utilize the new routes."

Anna-Kaisa Ikonen, Mayor of Tampere City, happily welcomed airBaltic in Tampere which she described as a fast-growing international metropolitan area.

"Tampere region is a fast-growing, international metropolitan area, and the new direct flight routes are vital to companies, tourism, international talents, innovations and to the continuing growth of the region. They strengthen our connection to other European cities. Tampere region has a lot to offer to both business and leisure travelers, and we are happy the region is now even more accessible to visitors from all over the world," she said.



## Wheels and wings: American's two pilot training centers collect bikes for kids

The bike drive has become a holiday tradition for the pilot training team in Charlotte, and this year, Cline challenged the academy in Fort Worth, Texas, to host a drive of its own. "I think the challenge between [Dallas-Fort Worth] and Charlotte has been spirited and fun," she said.

Every American pilot comes to at least one of the facilities for recurrent training each year. When they visit during the holidays, many gladly join in for the cause. Donations also come from retired pilots, flight training staff and other American team members.

Since many crew members may not be able to physically bring bicycles when they travel to attend training, they give donations. Local staff then purchase the bikes and assemble them when they have free time.

The effort in Charlotte netted 129 bicycles this season. They'll be donated to a North Carolina charity helping families affected by homelessness. In its first year participating, the Flight Academy in Dallas-Fort Worth collected more than 150 bicycles. They'll be distributed to children through a number of local charities and police departments. Source: American Airlines Newsroom

Bicycles line the hallways at American Airlines' two pilot training facilities — the result of a friendly competition between team members at the American Airlines Flight Academy and Charlotte Training Center.

**Each new bike, along with a matching helmet, will be gifted to a child in need. Over the past eight years, American's pilots and flight training staff donated more than 1,000 bikes to local charities.**

"We're in the transportation business — what better way to give than to start kids off with their first set of wheels" said Capt. Lori Cline, who oversees pilot training.

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## flydubai and Pakistan International Airlines sign Interline Agreement



**DUBAI/LAHORE:** Dubai-based flydubai and Pakistan International Airlines (PIA), the national flag carrier of Pakistan, have signed a new interline agreement which will provide passengers with greater options for travel between Pakistan, the United Arab Emirates and onwards to more destinations on the carriers' combined networks.

**The interline agreement will allow PIA to sell seats beyond Dubai to nine destinations on the flydubai network: Almaty, Bahrain, Baku, Baghdad, Istanbul, Kuwait, Mashhad, Moscow and Najaf. flydubai will be able to sell seats on PIA's flights between Islamabad, Lahore and Peshawar connecting in Dubai and anywhere on flydubai's network.**

There is significant and growing demand for travel between Pakistan and the destinations offered through the interline arrangement. Passengers will benefit from a seamless service and increased connectivity via Dubai's aviation hub.

flydubai started operating to Pakistan in 2010 with the launch of flights to Karachi. The Dubai-based carrier operates to five points in Pakistan including Faisalabad, Multan, Quetta and Sialkot.

Commenting on the agreement, Ghaith Al Ghaith, Chief Executive Officer at flydubai, said: "We would like to thank the Authorities and PIA for giving us the opportunity to further strengthen travel and trade links between the UAE and Pakistan. Over the years, our two countries have laid strong foundations of mutually beneficial trade relations, friendship and successful cooperation. The new



interline will allow more passengers to benefit from easier connections on our established network in the GCC, Central Asia and Central and Eastern Europe, while adding more options to travel to Pakistan with PIA from the UAE and the region."

The Chief Executive Officer of Pakistan International Airlines, Air Marshal (R) Arshad Malik, said the collaboration will mitigate the adverse impact of the pandemic on both airlines.

"This is indeed a great opportunity for us to join hands with flydubai, by connecting Pakistan to Dubai and around the globe, and expanding reach to more destinations for convenience of our valued passengers. This interline partnership is a first step to build logical commercial development for both carriers. It will enable both the carriers to cater to the strong customer demand for business and leisure travel between Dubai and Pakistan and beyond by providing our mutual customers a seamless travel experience," Air Marshal Malik said.

flydubai has a network of more than 100 destinations in 50 countries across Africa, Central Asia, the Caucasus, Central and South-East Europe, the GCC and the Middle East, and the Indian Subcontinent.

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## Honduras' Palmerola International Airport finally takes off

American Airlines connects Palmerola 12 times per week with Miami and three times weekly with Dallas. Copa Airlines operates daily flights to Panama City and Avianca takes off daily to El Salvador and four times weekly to Guatemala City.

Starting this January 2022, Spirit Airlines plans to add further flights to Ford Lauderdale and AeroMexico intends to introduce flights to Mexico City.

Munich Airport International (MAI), a subsidiary of Munich Airport, has been providing consulting services in Honduras since 2015 for the planning and commissioning of the new Palmerola International Airport.

MAI's contracting partners in this project are the Honduran airport operator Palmerola International Airport S.A. (PIA) together with the Honduran construction company EMCO.

"The new airport represents a milestone for infrastructure development and thus improved connectivity and economic growth for the Comayagua region and all of Honduras," comments Dr. Ralph Gaffal, Managing Director MAI.

All international traffic was shifted from Toncontín Airport to Palmerola International Airport. Toncontín Airport will be further used for domestic flights and general aviation only. Martin Kamlah, Senior Project Manager MAI states: "The old Toncontín Airport with its short runway and challenging approach in the middle of the city counts among the most dangerous airports in the world. We are pleased to be able to support the region in the construction and operation of the new top modern, safe and future-oriented airport."

The Munich Airport subsidiary MAI provides expertise in areas of operational efficiency and safety, airport strategy, master planning, passenger experience, process efficiency, operational readiness and airport transfer (ORAT), airline marketing, operational and commercial concepts. Munich's experts have been on the ground in Honduras for more than five years. They work hand-in-hand with PIA's management and airport professionals as well as with all Honduran aviation stakeholders, following the Civil Authority of Honduras' directives and guidelines for safe and efficient operations

### COMAYAGUA, Honduras/MUNICH, Germany:

After five years of planning, developing and commissioning, the new Honduran capital airport Palmerola International Airport recently welcomed its first scheduled flights and passengers.

The initial capacity of Palmerola International Airport amounts to 1.5 million annual passengers. With a runway length of 2,440 meters, state-of-the-art airport technologies, four passenger security check points and seven passenger boarding bridges the airport meets international standards and is fit for the future.

The new capital city airport is also to become a job engine for the region – 2,000 direct and 5,000 indirect new jobs are expected in the coming few years.

On December 11, the airport greeted Spirit Airlines as the first scheduled carrier with daily flights from Houston and four weekly flights from Miami. By now, a total of five airlines are operating international flights to Palmerola International Airport.

United Airlines offers a daily service to Houston,

## DXB becomes 100% operational following opening of final phase of Concourse A

**DUBAI, UAE:** Following the opening of the final phase of Concourse A at Dubai International's (DXB) Terminal 3, the world's busiest international airport is 100% operational with all terminals, concourses, lounges, restaurants, and retail outlets now open.

Visitors to Dubai exceeded 1 million during the month of October and DXB reached the important milestone of 1 million passengers per week in November, with origin-destination passengers reaching 94 percent of pre-pandemic levels.

"Reaching the point where 100 percent of our facilities are now open and serving customers, plus the huge resurgence in passengers arriving into Dubai marks an important milestone for the aviation sector as well as for the city of Dubai and its economic growth. We took early steps to implement best-in-class hygiene and health protocols, fast track PCR testing facilities, and enhanced customer service and guest support resources to ensure the comfort, convenience and safety of travelers – and this has resulted in a strong

recovery towards pre-pandemic levels of passengers," said Paul Griffiths, CEO of Dubai Airports.

The journey back to full operations following the closure in March 2020 began with the reopening of Terminals 2 and 3 and Concourses B and C for normal inbound passenger operations from June 22, 2020, following the easing of international travel regulations for residents by UAE authorities.

Outbound travel for UAE citizens and residents was opened on June 23 while Dubai welcomed the first international tourists from July 7, 2020. Dubai Airports reopened Terminal 1 and Concourse D, home to over 60 international airlines, on 24th June, 2021.

Over past 18 months, there has been a steady increase in passenger traffic which has intensified in recent months. Traffic reached 10.6 million passengers in the first half of 2021, followed by robust growth in Q3 of 2021 and a surge in October 2021 which took the year-to-date passenger numbers to 20.7 million.

With the busy holiday season to the end of the year showing further growth, passenger numbers are expected to reach 28.9 million by the end of 2021, 2.1 million more than the September 2021 forecast.

"The rate of recovery of DXB has exceeded most other airports of comparable size and highlights the positive international reputation that Dubai has as an attractive city that has taken decisive steps to protect its visitors and residents. The number of visitors to Dubai is likely to exceed pre-pandemic levels during the final few weeks of the year which is an excellent milestone on our journey towards full recovery," said Griffiths.

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## Singapore Airshow to host Sustainable Aviation Forum as the 'Lion City' approves use of more SAF

**SINGAPORE:** The Civil Aviation Authority of Singapore announced it will be piloting the use of cleaner aviation fuels starting this year through the local blending of Sustainable Aviation Fuel (SAF) as well as the certification and delivery of these blended jet fuels to Changi Airport.

As the Lion City embarks on this innovative policy, Singapore Airshow is set to discuss further the issue on Sustainable Aviation Forum. A panel of aviation experts will take a deep-dive into the challenges and opportunities within sustainable aviation including trial projects, technology innovation, R&D collaborations with the ultimate goal of achieving net-zero emissions.



Industry leaders are optimistic about how SAF can drastically reduce carbon emissions to achieve net zero. A number of airlines have already started using SAF for cargo flights between continents.

Singapore Airshow, the largest in Asia, is taking place on 15-18 February 2022. The event offers a unique platform for industry thought leadership through its high-level conference, forums and co-located events.

Leading industry players, government and military chiefs gather here bi-annually to contribute to dialogues, exchange ideas and seek solutions and strategies to advance the interests of the global aerospace and defence sector.

## Iraqi Airways receives its first A220-300



**Mirabel, Canada:** Iraqi Airways, the national carrier of Iraq, has taken delivery of its first out of five A220-300 aircraft from Mirabel, Canada. Upon entry into service, Iraqi Airways will become one of the first airlines to operate the A220 in the Middle East region.

With the A220, Iraqi Airways will benefit from the aircraft's exceptional technical, economic and environmental performance. Iraqi Airways' A220-300 features a modern and highly comfortable dual-class cabin that seats 132 passengers; 12 in business class and 120 in economy class. The state-of-the-art aircraft will play an integral part of Iraqi Airways fleet renewal and modernization plan.

The A220 is the only aircraft purpose-built for the 100-150 seat market and brings together state-of-the-art aerodynamics, advanced materials and Pratt & Whitney's latest-generation PW1500G geared turbofan engines.

Featuring a 50% reduced noise footprint and up to 25% lower fuel burn per seat compared to

previous generation aircraft, as well as around 50% lower NOx emissions than industry standards, the A220 is a great aircraft for regional as well as long distance routes operations.

As of the end of November 2021, over 180 A220s had been delivered to 13 operators, from Asia, North America, Europe, Africa and the Middle East - proving the great versatility of Airbus' new generation single-aisle family member.



## IATA: 1-year European Digital COVID Certificate validity would protect fragile recovery in travel and tourism

**GENEVA:** The International Air Transport Association (IATA) called for caution in response to a European Commission Recommendation that the EU Digital COVID Certificate (DCC) should only remain valid for up to nine months after the second vaccination dose, unless a booster jab is administered.

"The EU DCC is a great success in driving a common continent-wide approach to managing the COVID-19 health crisis and in facilitating the freedom of people to travel again. It underpins a fragile recovery in the travel and tourism sector. And it is critical that any changes to it have a joined-up approach that recognizes the impact of divergent policies by individual member states and promotes further harmonization across Europe," said Rafael Schwartzman, IATA's Regional Vice President for Europe.

### Booster Shots

IATA emphasized the critical issue is vaccine validity and the requirement for booster shots. As the immunity afforded by vaccination wears off, booster jabs are being increasingly offered to extend and strengthen people's immune response.

The Association said if booster shots are mandated to maintain the validity of the DCC, it is vital that states harmonize their approach to the length of time allowed between the point of full vaccination and administering the additional dose.

It noted that the nine months proposed by the Commission could be insufficient and that it would be better to delay this requirement until all states are offering booster jabs to all citizens, and for a twelve-month validity to give more time for people to access a booster dose, considering the differing national vaccination approaches being taken.

"The proposal to manage limitations on the validity of the DCC creates many potential problems. People who received the vaccine before March, including many health workers, will need to have accessed a booster by 11 January or may be unable to travel. Will EU states agree on a standardized time period? How will the requirement be harmonized with the many states that have developed COVID passes that are reciprocally recognized by the EU?" said Schwartzman.

"Moreover, the World Health Organization (WHO) has said booster shots should be prioritized for vulnerable groups that have not had a first dose, let alone a booster. Worldwide, the vaccine program still has a long way to go in many developing states and the focus should be on ensuring vaccine equity. Given that the majority of air travelers are not in the most vulnerable groups, allowing a twelve-month time period before a booster is needed would be a more practical approach for travelers and a fairer approach for vaccine equity," he added.

A further element of concern is the Commission's recommendation that travelers vaccinated with a non-EU approved vaccine should present a negative pre-departure PCR test. This will discourage travel from many parts of the world where infection rates are low, but the population have

been vaccinated by WHO-approved vaccines which have yet to gain regulatory approval in the EU.

"Governments should prioritize policies that are simple, predictable and practical in order to ensure passengers regain confidence to travel and airlines confidence to reopen routes. The European Centre for Disease Control is explicit in its latest risk report that travel restrictions are unlikely to have any major impact on the timing or intensity of local epidemics. We appreciate that authorities must remain vigilant, but discriminating among vaccines that have been approved by the WHO is a waste of resources and an unnecessary barrier to people's freedom to travel," said Schwartzman.



### Over 34 destinations and more than 1,080 flights on Wizz Air Abu Dhabi's first year

Abu Dhabi, UAE: Wizz Air Abu Dhabi, the UAE's ultra-low-fare national airline, says it has successfully launched more than 34 destinations and operated more than 1,080 flights during its first year of operations.

A joint venture established between ADQ and Wizz Air Holdings plc, Wizz Air's 34 destinations, include, Alexandria (Egypt), Athens (Greece), Baku (Azerbaijan), Bahrain, Belgrade (Serbia), Kutaisi (Georgia), Kyiv (Ukraine), Muscat (Oman), Odesa (Ukraine), Sarajevo (Bosnia), Sohag (Egypt), Tel-Aviv (Israel), Tirana (Albania) and Yerevan (Armenia), among others.

"We are proud of what has been achieved since launching our operations in the emirate of Abu Dhabi. Through collaboration with key stakeholders, we have been able to grow and expand our network to more than 34 destinations despite all the challenges we have faced. This has helped us play our role in attracting tourists into the emirate and build on our ambitions to expand our network to even many more destinations," said Kees Van Schaick, Managing Director of Wizz Air Abu Dhabi.

"Our aim is to serve a large segment of travellers and provide them with affordable packages with great memories and experiences to remember. We look forward to continuing our contribution to enhancing the development of the aviation and tourism sectors in the emirate of Abu Dhabi and achieving many more successful milestones in the coming years," Schaick added.

Wizz Air Abu Dhabi has introduced a new segment of travel in the UAE in line with its socio-economic vision. The launch of the airline highlighted the importance of bringing in a bold new frontier for ultra-low fare travel in the region.



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## Dietmar Focke is Lufthansa Cargo's new Chief Operations and Human Resources Officer

**FRANKFURT:** Dietmar Focke, currently Vice President Engine Services at Lufthansa Technik, will join the Executive Board of Lufthansa Cargo on March 1, 2022, with responsibility for Operations and Human Resources. He succeeds Harald Gloy who is leaving the company at his own request.

**“I am very pleased that we have been able to win Dietmar Focke, an experienced Lufthansa colleague, as Chief Operations and Human Resources Officer,” said Dr. Michael Niggemann, Member of the Executive Board of Deutsche Lufthansa AG and Chairman of the Supervisory Board of Lufthansa Cargo. “He will bring his extensive experience in logistics and the management of large operational areas and will also continue to lead Operations and Human Resources toward the future and strengthen Lufthansa Cargo's role in a fiercely competitive environment.”**

In his new role, Focke will be Labor Director and will also assume responsibility for handling at the Frankfurt and Munich hubs, as



Dietmar Focke

well as Global Handling Management, Flight Operations, and Security and Procurement.

Focke, 48, has been responsible for Commercials Engine Services at Lufthansa Technik since the beginning of 2019. The engineering graduate started his career as a product engineer at Lufthansa Technik in 2001.

After holding positions in the areas of Strategy & Business Development and Airframe Related Components in Hamburg, he moved to Ameco in China for five years from 2010 to 2014. There, he was responsible for aircraft overhaul, in addition to other duties. Focke also served as CEO of Lufthansa Technik's Base Maintenance facility in Budapest, Hungary, until 2019.



Edward Neo

**FRANKFURT:** Strengthening its foothold in the Asia-Pacific region, the global leader in unit load device (ULD) management, Jettainer, has appointed Edward Neo as its new General Manager for Sales APAC.

Neo has been catering to the needs of customers in the region from his base in Singapore since December 1. Jettainer says it is continuing its strategy to be close to its customers and to further grow its business in the region by creating this new setup.

Neo has over 20 years of sales experience in a number of industries and in the Asia-Pacific region. The trained mechanical engineer last worked in the aviation industry at Safran Electronics & Defence Services Asia Pte Ltd/SEDSA and at SITA Incorporated Networking Corporation (Asia Pacific) Pte Ltd. He was in charge of sales for maintenance, repair and overhaul solutions (MRO) for the Southeast Asia and Oceania region at Safran Electronics & Defence Services and supported a variety of airlines in improving and making their flight operations more efficient. He also worked at

## Jettainer has a new representative in the Asia-Pacific region

SITA up until 2016 and successfully implemented a check-in system at Changi Airport Group from Singapore.

**“It is important to understand the processes and challenges facing airlines to develop exactly the creative and customized solutions that they need. Successful sales thrive on always being a sounding board for your customer. I am really looking forward to my upcoming role at Jettainer and to the many opportunities for us to make Asian-Pacific aviation even more efficient with our diverse and top-class range of ULD management services,” said Neo, Jettainer's General Manager Sales APAC.**

Thomas Sonntag, Jettainer's Managing Director, also sees the region's huge potential, saying, “By

bringing Edward Neo on board, we have gained an international sales expert who not only has an

excellent network in the aviation business, but also someone who always keeps an eye on what our

customers need. I am confident that we will continue growing our business in the Asia-Pacific region with his expertise.”



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# Upcoming Events



## Expo 2020 Dubai, UAE

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.

**Ongoing till 31 March 2022**

**Dubai Exhibition Center, Dubai, UAE**



*Hungarian singers performed live at Expo Dubai 2020*

## Intersec 2022

The 23rd edition of Intersec presents the industry's most comprehensive showcase to date as it brings together regional and international government leaders, agencies and organizational heads with outstanding world class speakers, innovative products, technology & solutions across all key security, emergency and safety sectors.

**16-18 January 2022**

**Dubai World Trade Center, Dubai**

## Breakbulk Middle East

Held under the patronage of the UAE Ministry of Energy and Infrastructure, Breakbulk Middle East (BBME), the region's only dedicated event for the project cargo and breakbulk industry is set to bring industry project service providers together for new project cargo business, covering a series of decisive themes and participation from leading industry experts.

Conveniently located in Dubai, Breakbulk Middle East will attract more than 1700 companies representing the full industrial supply chain from over 70 countries.

**1-2 February 2022 | Dubai World Trade Center**

## 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 Hyatt, Mumbai**

## MRO Middle East

MRO Middle East brings the commercial aviation aftermarket under one roof. The two-day exhibition welcomes senior level attendees from airlines, MROs, OEMs, lessors and suppliers to grow their network, explore new technology and learn from experts at the Go Live! Theater.

For the first time in 2022, all attendees will have the ability to network with the entire audience via the networking app. Using the Grip platform, registrants will gain access prior to the show to build their profile browse the attendee lists and exhibitors as well as book meetings for the event days.

Taking place at Dubai World Trade Center, Sheikh Saeed Halls 2 & 3, the event is once again co-located with Aircraft Interiors Middle East (AIME).

**22-23 February 2022**

**Dubai World Trade Center**

## 2nd Global Airports Aviation Forum

Held in conjunction with MRO ARABIA and MIDDLE EAST GROUND HANDLING, the 2nd Global Airports Aviation Forum is the ideal platform for the Middle East, Africa and South Asia's aviation authorities to connect and collaborate with international industry leaders, experts and stakeholders to create the most advanced aviation facilities in the world.

**9-10 March 2022**

**Riyadh Int'l Convention & Exhibition Center, Riyadh, KSA**

## Logistics Congress 2022

Next year's Logistics Congress hosts "Supply Chains in Science and Practice 2022" organized in cooperation with the European Logistics Association ELA. The congress brings together all parties in any way whatsoever connected to logistics: logistic, transport, and production companies; suppliers of IT solutions; educational institutions, and national authorities.

**06-08 April 2022**

**Grand Hotel Bernardin – Portorož, Slovenia**

## World Cargo Symposium Hong Kong

The World Cargo Symposium (WCS) is the largest and most prestigious annual event. WCS 2022 will continue to move the industry from talk to action. The Symposium will feature plenary sessions, specialized streams, workshops and executive summits, tackling aspects related to Technology & Innovation, Security & Customs, Cargo Operations and Sustainability.

**27 - 29 September 2022 | AsiaWorld-Expo**

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