



Amerijet

The tech-driven customer-centric all-cargo carrier



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CEO, Hermes Logistics Technologies

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MEDIA FZE LLC

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

Chief Editor

Gemma Q. Casas
gemma@7dimensionsmedia.com

Contributors

Nirmala Rao
Ayesha Rashed
ayesha@aircargoupdate.com

Sales & Marketing

Israr Ahmad
israr@7dimensionsmedia.com

Head Operations

Mohammad Karimulla
karimulla@7dimensionsmedia.com

Creative Director

Mohammed Imran
imran@7dimensionsmedia.com

Photo Journalist

Wasim Ahmed
wasim@7dimensionsmedia.com

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

A plethora of challenges

Ukraine continues to reel from Russia's aggression and invasion of its key cities that began five months ago without provocation. Thousands have been killed and countless more have been injured. Millions of Ukrainians have been displaced in neighboring European countries with no homes to return to.

The different bombs, Fléchettes and other weapons of destruction launched against Ukraine has resulted to massive destruction on its infrastructures like roads, bridges, airports, seaports, military facilities, residential buildings, hospitals, schools, malls, historical places, etc.

President Volodymyr Zelensky said they would need approximately \$750 billion to rebuild their war-shattered country.

Outside of Ukraine, the world is also feeling the pinch of Russia's aggression with inflation on food prices and other commodities hitting an all-time high. Fuel prices have also increased significantly, causing worldwide upward trend on transport-related expenses, including the air cargo industry.

In this edition, we'll share with you the story of ACL Airshop's triumphant rise against the pandemic and how it's navigating in a sensitive time in our history amid the ongoing pandemic and the Russia's war against Ukraine.

"Challenges to air freight include delayed factory production due to severe COVID lockdowns in China; the uncertainties and length of the Ukraine war; a worldwide drop in new export orders; shifts in consumer spending toward services as the pandemic abates, thereby, softening the surge of e-commerce during COVID; high inflation; and backlogs & short-staffing at airport cargo facilities. The higher cost of aviation fuel combined with the re-routing of cargo planes around Russian air space is proving to be a costly bogey across much of the industry," shared ACL Airshop CEO Steve Townes, a serial entrepreneur and veteran who graduated from the prestigious US Military Academy West Point.

"The biggest wild card is Ukraine and Russia. Some pundits predict economic chaos if the war persists into a long protracted endless conflict. If the war seriously impacts Peak Season 2022, making predictions will become "anybody's guess."

This and more in this edition of **Air Cargo Update**.

Gemma Q. Casas
Editor-in-Chief

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The Lounge

Triathlon and DIY home projects for this Hermes CEO



Yuval Baruch

CEO, Hermes Logistics Technologies

Founded in 2002, Hermes Logistics Technologies has developed cargo management systems for airlines and air cargo handlers which find its bespoke solutions and systems to be among the most versatile and sophisticated, streamlining ground handling processes and maximizing profits while reducing handling errors through inbuilt best practices.

The company works with a wide range of other companies, from smaller cargo handlers to large airlines all over the world. It counts Etihad, PCF, FCS, Menzies and PACTL, among its customers.

Yuval Baruch (55), is the CEO of Hermes Logistics Technologies. Israel is his homeland, but he has spent considerable time in the UK, the US and Italy. Baruch is married with two sons (aged 26 & 23) and a daughter (22).

"Academically I have a Bachelor's degree in business from the College of Academic Studies in Tel Aviv and a Master's degree in business from

Baruch likes to unwind after a long day by listening to music and watching Netflix.

Stanford Graduate School of Business in California," Baruch tells *Air Cargo Update*.

"My main hobby is triathlon which takes up a large amount of my limited free time. I do Ironman competitions and training that starts at 4:30am to be completed before work and between 2-4 hours training on weekends. I also enjoy doing DIY projects around my house. Currently, I am in the process of building an outdoor kitchen with a barbecue in my backyard."

Last year, Baruch spent four days cycling the length of Israel with his triathlon club, MyWay. The group made of around 80 cyclists covered an impressive 630 kilometers, cycling for an average of 5.5 hours per day in sweltering heats of up to 35 degrees Celsius. The cyclists also climbed a total of about 6,400 meters on their bikes during the tour.

"It's boring to do the same things all the time, so we look for other things to do," Baruch shared on Hermes website. "The cycling tour was a really good strength-building exercise and good preparation for longer cycling competitions, like Ironman, which is 180 kilometres in a day."

Baruch likes to unwind after a long day by listening to music and watching Netflix.

His favorite quote is about AUTHENTICITY by Michal Jordan: "Authenticity is about being true to who you are, even when everyone around you wants you to be someone else."

He looks up to professional athletes due to their drive, commitment, perseverance and winner nature.

"I also look up to my wife for her huge heart and emotional capabilities," he shared.

When asked what his profession would be if he weren't an aviation expert, Baruch replied that he would love to compete in some motor sport.

Baruch's expectation for 2022 are, "Professionally, I would like to have further firmed the growth and restructuring of HLT and I would like to complete one more Ironman competition."



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Turkish Cargo builds e-commerce bridges with Shopee

ISTANBUL/SINGAPORE: Türkiye's national airfreight, Turkish Cargo, continues to build bridges in the sky, this time further strengthening its ties with the Singapore-based global e-commerce online platform Shopee, part of Sea Limited (NYSE: SE), a leading global consumer internet company.

Turkish Cargo, the fastest growing air cargo brand of the world, said it takes pride in being of the significant contributors to the global supply chain sustainability by building air cargo bridges for cross-border e-commerce shipments.

The cargo airline said thanks to its cooperation with Shopee, millions of consumers who have internalized the digital age, will be provided with easy, fast, and uninterrupted purchasing experience with the creation of a logistic network that interconnects brands, customers and vendors all around the world.

Tank Parlak, Turkish Cargo Sales Vice President (Asia Pacific), commented: "We are pleased and excited in taking our strong partnership with Shopee to a new level. We will continue to support Shopee's growth with our global network and first-class service. Our partnership with Shopee fuels the expansion of Turkish Cargo's e-commerce business, by further leveraging Turkish Cargo's unrivalled global network."

Terry Xie, Executive of Shopee Logistics Service (SLS), noted, "This partnership is another strategic initiative to further accelerate Shopee's strong growth momentum in high growth markets. With this exciting new partnership, Shopee will be able to connect with more consumers through our shopper-oriented logistics projects that

leverage Turkish Cargo's unique expertise in expanding its network and optimizing transportation to meet the growing shoppers' need for elevated shipping experience."

With its unique location at Istanbul Airport, Turkish Cargo provides a flight distance of 7 hours to more than 60 capital cities in the world, and offers one of the most effective solutions to its customers by means of partnerships and dedicated services such as TK COURIER and AIRMAIL developed for e-commerce logistics.

With robust and modern infrastructure, operational capabilities and fleet, Turkish Cargo says it aims to provide one of the best services at its new hub SMARTIST, designed as to meet the needs of its customers and industry partners, and rank among the key players involved in global competition.

Introducing the TK SMART, TK PREMIUM and TK URGENT

Serving more than 340 destinations in 132 countries, 98 of which have direct cargo flights, Turkish Cargo has a fleet of 20 freighters and access to 376 aircraft through its parent company, Turkish Airlines.

With unparalleled global network route, strategic location, modern infrastructure and facilities at its hub in one of the world's biggest airports, the cargo airline announced it is launching three new services which are cost-effective, flexible with bespoke privileged services— the TK SMART, TK PREMIUM and TK URGENT.

TK SMART, one of the most preferred services in routine transports, has been developed for general cargo transportation and offers cost-effective advantages for shipments without weight or size limitations.

TK PREMIUM, a privileged world that has specially been designed for critical shipments; shipments requiring a short journey time; shipments with short LAT (Latest acceptance time), and; providing minimum connections and fast delivery.

Shipments within the scope of TK PREMIUM are transported as FAB (Flown as booked) for a time saving process. Having been developed for agents that require high priority, such service also offers a

capacity guarantee and a high priority in operational processes for the shipments up to 300 kilograms on freighters closed.

TK URGENT offers the fastest solution for urgent shipments and provides the opportunity to transport with capacity guarantee, minimum connection and shortest possible journey time. Shipments with TK URGENT service are to be carried as FAB (Flown as booked) and with a 100% money-back guarantee under certain terms and conditions. The dedicated "TK Urgent Team" is accessible on a 24/7 basis and provides follow up from booking to after-sale process.

"As an air cargo carrier at the center of the rapidly developing logistics ecosystem, Turkish Cargo has been designing its operations based on the requirements of the industry. Within this scope, we are proud to launch 3 new services in various categories of speed, for an improved level of experience for our customers and business partners all over the world. Thanks to these new services, our customers will be able to reach global markets through Turkish Cargo's wide flight network much more easily," said Daniel Lloyd Johnson, Head of Cargo Product Turkish Airlines.

"Turkish Cargo will continue to support global trade with its innovative processes in terms of transportation; using high end technologies for contributing to the development of sectors, and creating a large logistics ecosystem."

By developing tailored and practical solutions for the ever-increasing demand for logistics, the airline says it provides support to its business partners while facilitating global trade as the world rises above the challenges of the pandemic.

Honeywell appoints AMETEK MRO Singapore as authorized repair centre for engine components



Singapore and the USA.

AMETEK MRO has provided maintenance, repair, and overhaul services on these components for more than fourteen years. Emphasizing the company's strategy of providing best-in-class solutions for customers.

"This agreement expands our long-standing relationship with Honeywell and strengthens our presence in the market by allowing us to better support our OEM-centric customers in the AsiaPAC region. The provision of comprehensive maintenance solutions, particularly in regions such as Asia Pacific where European and US based MROs continue to seek a collaborative approach to provide viable repair options from a logistics point of view, is a cornerstone of AMETEK MRO's business," said David Corish, Divisional Vice President & General Manager of AMETEK Singapore PTE.

SINGAPORE: Honeywell (NASDAQ: HON) has appointed AMETEK Singapore PTE, a brand of AMETEK MRO, as a Honeywell Authorised Repair Centre (ARC) specifically for engine components on CF6-80, PW2000, PW4000, V2500, Trent 700, Trent 800, and Trent 900.

This new licensing agreement will allow both Honeywell and AMETEK MRO to further penetrate into OEM-centric markets in Asia, serving customers that require OEM-only material through the utilisation of strategically located facilities in

Andrew Wong, Vice President, Airlines, Asia-Pacific, at Honeywell Aerospace, said: "With borders re-opening and international travel on the rise, we are committed to support our customers in ensuring their aircraft are service-ready to safely meet growing passenger demands. As we continue to develop our MRO capabilities and partner ecosystem, our partnership with AMETEK MRO will expand our reach in the region and provide our customers with dedicated OEM services and support at strategic aviation hubs, further reinforcing their trust in Honeywell as a trusted service partner."

As an original equipment maker with decades of experience, Honeywell has unparalleled expertise with fleets and regions around the world. The company says its new partnership will provide its customers with greater accessibility to parts, aftermarket services and best-in-class engineering support, maximising the operation of these engines.



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Etihad Cargo is first global airline to launch sustainable, temperature-controlled containers in transporting pharmaceuticals and life sciences products

Abu Dhabi, United Arab Emirates: Etihad Cargo, the cargo and logistics arm of Etihad Aviation Group, has entered into a memorandum of understanding (MOU) with B Medical Systems to develop and launch an airline-specific passive temperature-controlled solution for the transportation of life-saving drugs, vaccines and high-value pharmaceuticals.

The MOU was announced during the BIO International Convention, held in San Diego, California from June 13-16, 2022.

Etihad Cargo will collaborate with the Luxembourg-based manufacturer and global distributor of medical refrigeration devices, B Medical Systems, to develop more sustainable temperature-controlled container units that work utilising passive cooling technology.

The units will retain temperatures from -80 to 25 degrees Celsius for up to five days without requiring an external power source, with load capabilities ranging from two to 1,500 litres. Through the reduction in power needed to maintain the temperature for temperature-sensitive pharmaceutical shipments, these units will significantly reduce carbon emissions. Further adding to the sustainability of the containers, their robust design and multi-use capabilities enable an operational life of over ten years.

B Medical Systems' current product portfolio includes products that use solar energy as well as green refrigerants.

Martin Drew, Etihad Aviation Group's Senior Vice President – Sales & Cargo, said, "While other traditional active container providers are offering containers fit for multi-modal transportation, Etihad Cargo is the first airline globally to collaborate with a partner in the development and launch of units specifically tailored to air transportation.

"Sustainability has been and continues to be a priority for Etihad Cargo," Drew continued. "While the aviation sector only accounts for 4 percent of global carbon emission today, if the sector continues to grow at its current pace, it could account for up to 25 percent of emissions by 2050. This is why it is so important for the sector to invest in more sustainable solutions for its customers. Partnering with B Medical Systems is the latest step by Etihad Cargo to achieve its sustainability targets. By replacing legacy active cold chain air transportation containers with aviation-specific units that consume less energy, Etihad Cargo is future-proofing the transportation of pharmaceuticals, providing a better solution for Etihad Cargo's customers, the aviation industry and the environment."

Jesal Doshi, Deputy CEO of B Medical Systems, said, "Our mission at B Medical Systems is to create technology that helps save lives across the world. Transportation of temperature-sensitive specimens needs a robust cold chain. Etihad Cargo's operational knowledge along with our expertise in creating quality medical cold chain solutions will enable us to develop aviation-specific sustainable units for the safe, effective, and environmentally friendly transportation of temperature-sensitive pharmaceuticals and specimens."

Trials of the sustainable container units will commence shortly, and a commercial launch date will be announced following the successful completion of the trials.

Exploring collaborations in the global healthcare sector

Etihad Cargo is participating in the BIO International Convention as part of a high-profile Abu Dhabi delegation headed by H.E. Abdulla bin Mohammed Al Hamed, Chairman of the Department of Health – Abu Dhabi (DoH).

Comprising government officials, the delegation is visiting the USA to explore prospects for collaboration within the healthcare sector and, more specifically, life sciences. The primary aim of the visit is to establish sustainable mechanisms that empower the healthcare sector in both countries as well as showcase Abu Dhabi's distinguished healthcare ecosystem.

Powered by a solid infrastructure and an advanced healthcare ecosystem, partnership opportunities across the biopharmaceutical and healthcare value chain in Abu Dhabi continue to emerge as a result of the sector's robust growth potential. Abu Dhabi has been leading the transformation of the regional healthcare ecosystem by leveraging sciences and technology, positioning itself as a global life sciences hub and incubator for healthcare innovation.

Under the leadership of the Department of Health – Abu Dhabi and the participation of Etihad Cargo alongside other key partners in the Emirate, Abu Dhabi established the HOPE Consortium in 2020 to provide one of the most capable and effective vaccine supply chains in the world.

Since its establishment, the HOPE Consortium has distributed and transported more than 260 million vaccines to 60 countries. More recently, Abu Dhabi has strengthened its capabilities as a life sciences hub through a pharma collaboration with Belgium, a leading global pharmaceutical hub, establishing a global distribution corridor between Abu Dhabi and Brussels to serve the world in vaccine delivery and future life science needs.

The Abu Dhabi delegation to the US witnessed the participation of 10 key entities in the life science ecosystem in Abu Dhabi, including the Department of Health – Abu Dhabi (DoH), Abu Dhabi Investment Office (ADIO), Mubadala Health, G42 Healthcare, Abu Dhabi Ports, ADQ, Etihad Cargo, Khalifa University, Hayat-vax and Pure Health.

More flights to key destinations across Asia, Africa and Europe

Etihad Cargo also announced it will provide additional capacity to key destinations in the summer months across Asia, Africa and Europe.

From July, Etihad Cargo will continue to operate its Boeing 777 freighter network with flights across



Chicago, Dhaka, Frankfurt, Hanoi, Ho Chi Minh City, Hong Kong, Johannesburg, Kenya, Milan, Riyadh, Saigon and Shanghai.

The carrier will also benefit from additional passenger flights on its Boeing 787 and Airbus 350 with 35 direct flights to London Heathrow, seven direct flights to Bangkok and five flights to Bangkok via Phuket. Etihad will offer daily flights to Dublin, Singapore and Kuala Lumpur.

Additionally, more weekly flights to Barcelona, Brussels, Johannesburg, Madrid, Tokyo and Vienna have been added to the carrier's summer schedule.

More passenger flights will also be offered from mid-June, with seasonal routes to Greece, France, Spain and Tanzania being introduced to the network.



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Challenge Airlines IL



TEL AVIV, Israel: For more than four decades, CAL Cargo has faithfully served the Israeli market, becoming the country's largest and leading cargo airline, providing expert air logistics solutions between Israel and across Europe, the United States and the Far East.

Across the world, it has served thousands of customers in different industries, including manufacturers, importers, exporters, and the Israeli Ministries of Foreign Affairs, Health, and Defence.

Today, the cargo airline is continuing its evolution by renaming it as Challenge Airlines IL. As part of its rebranding and Group revamp, Challenge Airlines IL will soon be moving into a new headquarters in Tel Aviv, Israel. It currently operates a fleet of two B747 and two B767 are in the process of being converted to freighters, and these will constitute Challenge Airlines IL's new fleet once they are delivered.

Originally founded to transport Israeli agricultural exports to Europe, the airline has proven itself as a significant contributor to Israel's international business connectivity in a much wider field. When in 2010 CAL Cargo was acquired by its subsequent Chairman of the Board Offer Gilboa, the foundations were laid for what would develop into Challenge Group in 2020.

CAL Cargo is renamed Challenge Airlines IL



Gilboa introduced a commercial approach to the airline's activities, opened new destinations, and established it as a key pillar within the growing global aviation and logistics group. The airline's strong business attitude and its efficient and professional approach to handling all kinds of shipments, is captured in the group's slogan, CHALLENGE ACCEPTED! and also now forms part of its new name: "Challenge Airlines IL".

"There is something quite poetic in an airline originally set up to fly agricultural produce, actually becoming the seed that grew to form the roots of our Challenge Group, today," said Yossi Shoukroun, Chief Executive Officer of Challenge Group, and new Chief Executive Officer of Challenge Airlines IL.

"CAL Cargo has built up an excellent reputation over the past 46 years, as an expert in uplifting complex, outsize shipments. Hence its tagline 'Your non-standard is our standard'. We felt that the time is now right to reward CAL Cargo's contribution, both by investing in renewing its fleet and facilities, as well as by firmly establishing it within our group.

"We have therefore decided on a new brand name that reflects CAL Cargo's untiring hands-on attitude and connects it to the other airline subsidiaries within our group. Welcome, Challenge Airlines IL! With our new look and new name, we will continue to build on our expertise and strive to offer our dedicated customers in Israel and abroad the best service in alignment with ever-changing market conditions."

Paris, France: Leading French technology specialist, Wiremind Cargo, has launched CargoStack – a comprehensive SaaS Cargo Management System (CMS) suite enabling enhanced air cargo activity steering through AI-driven insights.

Wiremind Cargo says CargoStack is its first holistic product suite designed to ensure seamless interaction between airlines, GHAs, GSAs, and forwarders. Built around a SaaS core system, airlines can use the CMS to manage their entire cargo activity from schedule to live capacity and bookings, from products and customer management, to flight optimization and loading.

Since all data points within CargoStack, such as rates or capacity information, are linked to respective APIs, its strategic modules can easily be integrated into the IT landscapes of the airline, whether to its own systems or those of its forwarding customers, as well as its GSA and GHA partners.

"Connectivity is the future, and we want our customers to be able to concentrate fully on their sales and operational activities, benefitting from highly innovative system support. Gone are the days where IT often posed a hindrance to work processes. Our technology offers data and insights that enable improved decision making and far more efficient workflows. Seamless integration and ultimate user experience is our aim," Nathanaël de Tarade, Chief Executive Officer of Wiremind Cargo, explains.

"When it comes to setting up CargoStack, the airline simply tells us who CargoStack should be plugged with, and we make it happen."

The entire system architecture has been designed to enhance the airline's competitive advantage, and three core features differentiate CargoStack from other CMS solutions on the market. First, it offers excellent user experience.

Second, it includes Wiremind Cargo's flagship capacity optimization module, SkyPallet – a revolution in shipment steering and flight planning, enabling flight

Wiremind Cargo unveils the revolutionary CargoStack CMS



optimization throughout all stages of the flight leading to improved quoting, booking acceptance, flight management, and ULD build-up plans, and is used by leading international airlines.

Thirdly, CargoStack's Revenue Management capabilities, programmed by an industry-recognised data science team, is capable of managing well in excess of 150 million bookings per year. Thanks to proven technical expertise in AI and forecasting abilities, CargoStack offers unparalleled revenue optimization features such as Dynamic Pricing and Overbooking Forecasting.

Since CargoStack is a software as a service (SaaS) product, customers benefit from competitive and highly cost-effective solutions when it comes to maintenance and implementation, as well as a product that is easily able to keep pace with the dynamic changes within the air cargo industry.



Cargolux and Bolloré Logistics sign SAF agreement

LUXEMBOURG/PUTEAUX: Cargolux and long-term partner Bolloré Logistics have signed an agreement for the use of Sustainable Aviation Fuel (SAF) in joint operations covering 800,000 liters of SAF.

This initiative will enable Bolloré Logistics to reduce its Scope 3 Greenhouse Gas Emissions by at least 2,200 tonnes of CO₂e, a reflection of both parties' commitment to sustainable operations.

"Cargolux is strongly committed to the development and use of Sustainable Aviation Fuel and has foreseen investment in SAF-related projects over the coming years. The agreement we signed with our long-term partner Bolloré Logistics is a significant achievement, one we hope to build on in the future. Taking this step with a trusted customer is important for Cargolux and it highlights both our companies' engagement for environmentally-sound operations," said Domenico Ceci, Executive Vice President for Sales and Marketing, Cargolux.

Pierre Houé, Deputy COO of Bolloré Logistics, noted, "Sustainable Aviation Fuel is a key solution for Bolloré Logistics to decarbonize transportation and reach our carbon reduction targets set up in our CSR Program "Powering Sustainable Logistics". Building a strong partnership with a crucial partner like Cargolux is critical to enable the aviation industry to operate a transition towards a more sustainable future. We are very glad to engage in this journey together."

Agreements such as this one, build on the foundations for cleaner operations and Cargolux is proud of embarking on this journey with Bolloré Logistics, the airline said. It added, "sustainability is a crucial focus for air cargo and Cargolux is engaged in the industry's commitment to more environmentally sound operations."

The development and availability of SAF rank high on Cargolux' agenda. The airline has a dedicated SAF program securing the acquisition of current and next generation sustainable fuels. These initiatives, aimed at reducing both parties' emissions, position Cargolux as an advocate for sustainability within the air cargo industry and hence global supply chains.

In line with its "Powering Sustainable Logistics" CSR program, Bolloré Logistics committed to cut 30% by 2030, compared to 2019, of its Scope 3 CO₂ emissions generated by the execution of transport. The ambitious goal, well-below the 2°C trajectory, involves making a sustainable offering central to its operations.

Since then, the company launched AIRsaf, an offer based on the use of SAF that also incorporates an end-to-end approach, with low-carbon pre-carriage and post-carriage transportation, as well as management of reusable packaging. It also made various partnerships with airlines to promote the use of SAF to decarbonize air freight and enable its customers to meet their emission reduction targets.

WFS invests in new offline cargo facility in Amsterdam to support growth



PARIS: Worldwide Flight Services (WFS), the world's largest air cargo handler, announced it will soon open a new offline cargo warehouse at Amsterdam Schiphol to support its growing client base at the airport and add capacity ahead of the winter 2022 peak season.

The new 3,000m² facility is the fourth WFS cargo terminal at Schiphol, taking the company's overall footprint to 17,500m² and will be dedicated to handling offline cargoes. WFS says it is part of its ongoing commitment to invest in growing and upgrading its facilities at major air cargo gateways in Europe as opportunities to do so become available.

"Amsterdam is one of our biggest hubs in Europe and it's important that we continue to align with the capacity and service needs of our customers," said Marc Claesen, SVP Commercial EMEA. "Across Europe and North America, WFS is working with airports to access additional and, where possible, new cargo handling space. Schiphol is the latest of several airport expansions we will achieve in 2022. As well as providing us with a dedicated offline operation in Amsterdam, this development improves our ability to optimize our overall warehouse capacity at the airport, which will be very important as we enter the peak season and beyond."

WFS currently provides cargo handling services at Schiphol for more than 50 airlines as well as major forwarding and logistics providers. In addition to warehouse operations, WFS' service portfolio also includes airside transport and linehaul trucking.

The new building has eight truck docks for loading and unloading and will open in August, adding to WFS' capabilities to handle pharmaceuticals, perishables, AVI, valuable and Dangerous Goods shipments.

It will also adopt the latest operational systems, including the CargoKiosk system to expedite the handling of trucks making cargo deliveries and collections, and CargoSpot Mobile to digitalize operational processes and provide 'realtime' shipment visibility.

WFS' pharma facility in Amsterdam is certified in compliance with Good Distribution Practice (GDP) and IATA CEIV Pharma requirements to handle CRT, COL and ERT temperature-controlled shipments. Clients have access to cool rooms offering 2-8° and 15-25° environments to protect the integrity of pharma products.

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Qatar Airways Cargo unveils new 'Moved by People' livery



DOHA, Qatar: On 29 June 2022, a one-of-a-kind Boeing 777 freighter took to the skies from Toulouse and arrived via Oslo at Qatar Airways Cargo's hub in Doha the next day, bearing a clear message for all staff, partners, and customers: it is thanks to its highly diverse group of employees, united in their dedication and professionalism, that Qatar Airways Cargo is the world's number one cargo airline today, truly "Moved by People."

The aircraft flew to Toulouse for its bespoke decoration and now sports a striking livery showing the faces of a number of Qatar Airways Cargo employees adorned with the words "Moved by People" on each side of the plane. The freighter will serve as the company envoy for Chapter 4 of the WeQare initiative, which focuses on Diversity, and will go on to deliver this message throughout the airline's global network.

"This Moved by People freighter is dedicated to the 2,873 diverse colleagues

who take Qatar Airways Cargo from strength to strength. It is their dedication, innovation, and collaboration that has made Qatar Airways Cargo the world's number one cargo airline, today. Therefore, they are all mentioned by name inside the word PEOPLE on the livery," Guillaume Halleux, Chief Officer Cargo at Qatar Airways, noted. "Our Moved by People freighter will embark on a mission to convey our gratitude and pride in our people to as many of our colleagues around the world as possible. It is a visible reminder that our individual characters, backgrounds, and skills are what constitute our multicultural Qatar Airways Cargo family."

Chapter 4 Diversity is the latest focus topic in WeQare's sustainability initiative centred around the environment, society, economy, and culture. It follows on from Chapter 3 – "Let's Stand Together", launched in April of this year, in support of disadvantaged children across the globe. Chapter 1 - "One Million Kilos" kicked off in July 2020, and provided free transport of 1 million kilos of humanitarian aid and medical equipment to charitable organisations, and with Chapter 2 - "Rewild the Planet", which started in 2021, Qatar Airways Cargo committed to preserving wildlife and endangered animals, and transporting them back to their natural habitat free of charge.



FRANKFURT, Germany: Lufthansa Cargo launched this month its new Fine Arts warehouse facility at its Frankfurt Hub, continuing the path it has begun to modernize its largest airfreight hub.

With 155 square meters, the ARTcube in the Lufthansa Cargo Center now offers its customers twice as much space for safe and professional storage of high-value Fine Arts of all kinds.

"The modern ARTcube combines optimal handling processes with the highest security features. This allows us to meet the special requirements of sensitive art objects and offer customized solutions for the storage of Fine Arts in our Hub," explains Thomas Rohrmeier, Head of Handling Frankfurt at Lufthansa Cargo. "With the new building, we have further sharpened our qualitative focus on this special product and thus curators and art collectors experience the best storage conditions for their Fine Arts shipments with us."

Fine Arts shipments will in the future benefit from a special warehouse with modern technical equipment, in which a ventilation system with heating and cooling functions enables targeted temperature control.

Vertical window strips on the facade allow natural lighting, which is optimized

Lufthansa Cargo opens ARTcube, the warehouse for delicate & high-value artworks

by a supporting lighting system. Specially trained handling personnel guarantee optimally coordinated processes. Access to the special warehouse is controlled and monitored by sensitive security technology. As an Add-on Service, it is possible to book an individual attendant for Fine Arts shipments, especially on the ground.

Lufthansa Cargo regularly flies high-value and famous Fine Arts by important artists to renowned exhibitions around the world. With its "Vulnerables" product range, the airline has therefore tailored a special transport solution to the needs of this particular industry, thus guaranteeing security, professional handling and seamless monitoring for Fine Arts logistics.

The new construction of this special warehouse is part of the modularly planned infrastructure program "LCCevolution" at the Frankfurt home Hub, the core of which includes, among other things, the new construction of the central high-rack storage system in the Lufthansa Cargo Center and a gradual core refurbishment of the logistics infrastructure. The complete modernization of the Lufthansa Cargo Center is scheduled for completion in 2029.



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With TCE, ECS Group keeps a trained eye on safe cargo operations

PARIS, France: Quality, safety, and security are three critical aspects to airline operations and ECS Group, the world leader in GSSA business, has this area covered with TCE, one of its 10 new abilities that offers a comprehensive pallet of services relating to operational air cargo safety, security, and quality.

Over at Frankfurt/Main Airport, one of the world’s key cargo hubs, ECS Group has a dedicated, and certified ground control team of 12 experts providing 24/7 airline support in all cargo operational and quality aspects.

12 international airlines already benefit from a wide range of services such as supplier or handling management, customs reporting (ICS/ACE/AMS/VUCEM/ACI), security filing (PLACI/ACAS/ICS2), quality assurance, load plan creation, contract management, and cargo charter coordination, to name but a few. Certain functions, such as operational supervision, are offered both on-site at hub stations, and remotely.

“Handling supervision is always carried out in accordance with the carrier’s needs,” Sarah Scheibe, Managing Director of TCE, explains. “The airline defines the standard, and we ensure that third parties are in compliance during the operational window from cargo acceptance to build up, and from cargo towing to loading. TCE proves its worth when unexpected problems occur during daily operations as these are often complex situations and



always under time pressure. We rise to the challenge and coordinate solutions with our external ground service providers and affiliated carriers.”

Longer term audits and risk assessments are another service that TCE offers. The team is fully certified in Safety and Security Management and works with EU (and/or UK) compliant separate checklists in accordance with IOSA/EASA/IATA standards when carrying out quarterly, annual, and biennial audits, or negotiating standard ground handling agreements around the globe for cargo handling.

“Our dedicated ECS Group team of experts is trained to the highest degree in all aspects of airline safety management, from auditing to risk assessments, from operational process standards to legal aspects. Place your audits, contract management, handling supervision, and much more into our capable hands, with the peace of mind that comes with knowing that fully-certified staff are in control,” said Scheibe.

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Emirates SkyCargo takes delivery of new freighter to ramp up capacity and frequencies

Emirates' freight division has seen significant increase in cargo loads across its products, including pharma and fresh produce. In 2021-22, annual tonnage carried crossed 2.1 million, an increase of 15 percent, with transport of perishables crossing 260,000 tonnes, and both pharma and valuable goods each growing by 17 percent.



Dubai, UAE: Global airfreight industry leader, Emirates SkyCargo, took delivery of its latest Boeing 777-F in early July, boosting its freighter fleet capacity to 11 that will sufficiently cater to the phenomenal growth seen on air cargo.

Plans are also already underway to convert 10 passenger 777s into freighters, boosting the cargo fleet to 21 by the end of 2026.

Emirates' freight division has seen significant increase in cargo loads across its products, including pharma and fresh produce. In 2021-22, annual tonnage carried crossed 2.1 million, an increase of 15 percent, with transport of perishables crossing 260,000 tonnes, and both pharma and valuable goods each growing by 17 percent.

Nabil Sultan, Divisional Senior Vice President Emirates SkyCargo, said: "The new freighter will help increase our capacity and boost our ability to deliver vital goods, and facilitate trade globally. Despite the challenging headwinds this year, the air cargo industry is booming and we've been flat out since the pandemic began. Emirates SkyCargo will continue its journey as one of the world's largest and best air cargo airlines by investing in our fleet, our global network, technology, and world-class logistics infrastructure at our Dubai hub and beyond."

Most global markets are experiencing an increase in demand, including China. Emirates SkyCargo will now serve China with an additional four freighter flights every week. From this week, Shanghai will be served with six direct flights, Beijing with two and Guangzhou with four, adding more than 400 tonnes of cargo to and from China.

Plans are also afoot to increase frequencies to Hanoi and Sydney with direct services. Additional frequencies to Nairobi are also earmarked to be part of a freighter multi-stop route from DWC to Eldoret International Airport in Kenya.

The flight then hops to Nairobi before heading north to Maastricht, Netherlands and then to Zaragoza, Spain before the 777F returns home to

DWC. At each stop, the freighter unloads and reloads with various types of cargo including, flowers, textiles and pharma.

The brand-new freighter, A6-EFU, will maintain the fleet total at 11 Boeing 777Fs because A6-EFG went back to its lessor last week.

Emirates SkyCargo's Boeing 777-F and 777 Mini-Freighter aircraft have flown nearly 950 charter flights in the last 12 months, while continuing to serve the airline's over 130 passenger and 11 dedicated freighter destinations. Emirates SkyCargo also offers shippers cargo belly-hold space in the airline's passenger fleet of close to 210 wide-body Boeing 777s and Airbus A380s.

Plans are also already underway to convert 10 passenger 777s into freighters, boosting the cargo fleet to 21 by the end of 2026.

Emirates SkyCargo offers a portfolio of solutions designed for the unique requirements of its varied customers. Whether it is perishable cargo such as food items and flowers; certified cool-chain handling for pharma products; valuables and technology items; cars and industrial items; champion horses and domestic pets; mail and courier items; or general cargo, the freight division has the experience and capabilities with specialised solutions to meet the needs of shippers.

Emirates SkyCargo was the launch customer for the Boeing 777-F and the aircraft has been at the heart of the carrier's operations since 2009. The aircraft's range and payload capabilities allow time and temperature sensitive shipments to be transported rapidly and efficiently from origin to destination.

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DP World, Saudi Ports Authority to establish \$133.4 million Jeddah Logistics Park

DUBAI, UAE: In a move that highlights the deep bonds and strengthening ties between the UAE and Saudi Arabia and underscores Dubai's keenness to share its expertise and experience to boost regional development, DP World and the Saudi Ports Authority (Mawani) signed last month a 30-year agreement to build a state-of-the-art, port-centric Logistics Park at the Jeddah Islamic Port.

The agreement, with an investment value of more than AED490 million (\$133.4 million), aims to establish a 415,000 square-metre logistics park with an in-land container depot capacity of 250,000 TEUs (Twenty-foot Equivalent Units) and a warehousing storage space of 100,000 square metres. Future expansions could increase the storage space to 200,000 square metres.

The agreement was signed under the patronage of Eng. Saleh bin Nasser Al-Jasser, Saudi Arabia's Minister of Transport and Logistic Services and Chairman of Mawani.

The signing ceremony was attended by Omar Bin Talal Hariri, President of Mawani; Sheikh Nahyan bin Saif Al Nahyan, UAE Ambassador to the Kingdom of Saudi Arabia; Sultan Ahmed Bin Sulayem, Group Chairman and CEO of DP World; Mohammad Alshaikh, CEO DP World Saudi Arabia; and a delegation of senior Saudi government officials as well as representatives from DP World's leadership team.

The purpose-built logistics park will expand DP World's regional footprint and bring pioneering multi-modal logistics solutions to the Kingdom of Saudi Arabia.

The port-centric park will boost Jeddah Islamic Port's re-export activities and reduce the time and cost of logistics for importers and exporters. It will provide an integrated service platform that links port operations with last-mile activities. It will also offer processing, labelling, fulfilment, consolidation, de-consolidation, and temperature-controlled storage for cargo.



Mawani President Omar Hariri, left, with Sultan Ahmed Bin Sulayem, Group Chairman and CEO of DP World, signing the agreement for the \$133.4 million Jeddah Logistics Park. Image Credit: WAM

Sultan Ahmed Bin Sulayem, Group Chairman and CEO of DP World, said: "We are proud and honoured to contribute effectively towards the achievement of Saudi Vision 2030. The strategic Vision 2030 framework includes the development of a prosperous and sustainable maritime transportation ecosystem that supports the Kingdom's socio-economic ambitions and consolidates its status as a global logistics hub. On this occasion, we reiterate our commitment to investing in the modernisation of this facility by providing the highest standards of logistics services and technology-enabled trade solutions. We are confident that today's milestone will contribute to increasing efficiency and productivity levels and creating new jobs."

Commenting on the announcement, Omar Hariri, President of Mawani, said: "The park will provide advanced and eco-friendly e-services by integrating the operations of the South Container Terminal with the new logistics park. The Authority's move to develop a holistic logistics park will enhance the competitiveness of the Jeddah Islamic Port. It will also contribute to raising the quantity of trans-shipped goods in line with the national strategy for transport and logistics services."

"This partnership will connect the port's operations to the new logistics park to offer end-to-end logistics services with high efficiency. It will also help us further expand our collaboration with major logistics service providers, enhance the re-export operations and cut costs of the logistics services to provide best-in-class services to stakeholders and investors," Hariri added.

DP World signed a new concession agreement with Mawani in April 2020 to continue operating and managing the South Container Terminal at the Jeddah Islamic Port for 30 years, committing to invest more than AED2.94 billion (\$800 million) to expand and modernise the terminal. The overhaul project will take place over four phases and be completed by 2024.

The project will see infrastructural upgrades, including the broadening of draft depth and quay, the installation of advanced equipment and technologies, automation and digitalisation programmes, and decarbonisation initiatives. Once complete, the revamped terminal will increase Jeddah Islamic Port's container handling capacity from the current 2.5 million TEUs to 4 million TEUs and enhance Jeddah Islamic Port's status as a major trade and logistics centre on the Red Sea coast. WAM

Gebrüder Weiss runs 'Cycling Around the World' for the third time



Lauterach, AUSTRIA: With the successful run of its first global bike campaign "Cycling Around the World" which aims to encourage cyclists worldwide to cycle the distance of 40,075 kilometers, the length of the equator, Gebrüder Weiss announced it will extend the project for the third time through September.

Participants to the Cycling Around the World campaign use an app to record and count the kilometers they covered. Participants can choose

from six challenges of different lengths, covering distances between 60 and 6,000 kilometers. Gebrüder Weiss offers prizes for each of the challenges.

The first campaign's goal was reached just 45 days after it began. The Earth was circled for a second time in mid-June, so Gebrüder Weiss set a new goal: to circle the Earth for a third time covering a total of 120,225 kilometers.

A reforestation project in Togo, West Africa, is also benefiting from the sporting ambition of the cyclists: for every 40 kilometers cycled, Gebrüder Weiss, in cooperation with the campaign partner natureOffice, finances the planting of a tree.

Two thousand trees will be planted now, and after covering enough kilometers to go around the world three times, the corporate forest will grow by 3,000 trees.

"We are delighted by the great response to the bike campaign. We certainly believed that participants would manage to circle the globe together. Still, we never thought they would manage it so quickly," said Frank Haas, Head of Corporate Brand Strategy & Communications at Gebrüder Weiss.

"As a logistics company, we are very supportive of people who set themselves sporting targets and get things moving of their own volition. The campaign also dovetails well with our sustainability strategy of promoting environmentally-friendly mobility. Gebrüder Weiss has also been very close to cycling for many years, being a logistics partner in numerous cycling events," he added.

Amazon opens largest delivery station in Abu Dhabi



Abu Dhabi, United Arab Emirates: Amazon has opened its largest delivery station in Abu Dhabi covering 4,700 sqm state-of-the-art facilities, the second largest in the United Arab Emirates which is positioning itself as a global e-commerce and logistics hub.

Amazon's new delivery station provides same-day and one-day deliveries to customers across Abu Dhabi, including those located in outer areas, such as Al Samha, Al Shawamekh, Yas and Saadiyat Islands, Bani Yas, and Al Wathba.

The new delivery station creates opportunities for hundreds of full and part-time employees in a range of jobs with all kinds of experience, education, background, and skills. From delivery station associates to positions in operations, health and safety, supply chain technology, and analytics, all employees are eligible for training programs that will upskill UAE talent in the future-facing ecommerce sector. The station will also

create new opportunities for Delivery Service Partners in the country.

The launch of the new facility follows Amazon's announcement with the Abu Dhabi Investment Office (ADIO) in November last year, detailing the opening of its most technologically advanced Fulfillment Centre in the region that will be opening its doors in the capital in 2023.

"Amazon remains steadfast in its commitment to innovating on behalf of our customers. We pride ourselves on working alongside partners such as the Abu Dhabi Investment Office, who share our focus on innovation and providing the right resources and logistics to enable businesses and talent in Abu Dhabi to excel in the digital economy. By empowering the wider ecommerce ecosystem to get products to customers faster and more conveniently, we are ultimately improving the shopping experience for all customers," said Ronaldo Mouchawar, Vice President of Amazon Middle East and North Africa (MENA).

Eng. Abdulla Abdul Aziz AlShamsi, Acting Director General of ADIO, noted: "The partnership between Amazon and ADIO reflects the ease of doing business in Abu Dhabi and the long-term growth opportunities available in the emirate. Amazon supports our vision for sustained investment in innovation and is bringing the latest logistics technologies to the region. The opening of Amazon's new delivery station and planned Fulfillment Centre in 2023 will establish Abu Dhabi as a major global hub for ecommerce and logistics."

Supporting Abu Dhabi's efforts to encourage innovation, the delivery station operates using Amazon's global logistics technologies that are built on the company's 20+ years of operational expertise. Amazon's new delivery station will support the company in providing a reliable and convenient delivery experience for its customers through same-day and one-day delivery options.

The Amazon network across the UAE comprises of two Fulfillment Centres, three sort centres, eight delivery stations and a network of Delivery Service Partners. The company has invested over US\$15 billion in COVID-19 related measures globally, including implementation of more than 150 significant process enhancements globally, from deep cleaning of facilities to processes that allow for effective social distancing, among others.



Amerijet

The tech-driven customer-centric all-cargo carrier

By Gemma Q. Casas

"Amerijet has been providing transportation services for almost half a century because of our customer-focused culture. Our emphasis is on adapting technology to our customer-focused culture with investments and better processes to reimagine the customer experience for the air cargo industry." Eric Wilson, Amerijet CCO

For nearly half a century, Amerijet International Airlines has dedicated its services throughout the Caribbean, Mexico, Central America, South America and Europe, from its main hub at the Miami International Airport, supporting their economies, small businesses and people by safely transporting all kinds of goods on all occasions and seasons.

In recent years, the company has been widely recognized for its long-term and short-term ACMI and CMI charter services thanks to its seamless and transparent transportation solutions for customers shipping time-sensitive, valuable, hazardous material, temperature-controlled and other commodity types.

Indeed, Amerijet has successfully connected small businesses, particularly those located in the Caribbean, Mexico and Latin America to the world, providing seamless trade lanes and access to uninterrupted global supplies.

"The customer ACMI and CMI benefits depend on the customer's type of business and their business needs for a dedicated aircraft operating a specific route. Or, in the case of CMI, their business need requires Amerijet to operate their aircraft for them," Amerijet Chief Commercial Officer Eric Wilson explains.

With its own fleet of modern aircraft and highly skilled staff, Amerijet operates long and short-term charters for customers from all types of industries.

The Miami-based cargo carrier welcomed six B757 freighters to its fleet in March 2022, part of its comprehensive expansion and modernization strategy launched in 2020. Amerijet operates a total of 20 freighters consisting of 14 Boeing 767s and six Boeing 757s that offer its customers versatility, range, and payload capability, ideally suited for destinations throughout its Caribbean, Mexico, Central and South American and European network.

When disaster strikes in Latin America, count on Amerijet to be the first to bring emergency

"This industry is difficult to predict, but we expect to see continued strong global demand for air cargo similar to 2021 and overall, continued pressure on the global supply chain across modes. We also anticipate fuel prices to remain high. We also expect to continue to grow across the business and offer our customers reliable capacity when and where it's needed."



Eric Wilson, Amerijet CCO

relief aid. "Emergency response is different; our charter division handles that. We always strive to be the first carrier providing medical and emergency aid in our service region (Caribbean, Mexico, Central/South America)," said Wilson.

Pulling all resources

This pandemic, Amerijet triumphantly rose to the challenges of the time, pulling together all its resources to deliver vital medical supplies, including COVID-19 vaccines, and other necessities to communities and businesses relying on its services to survive tough times.

"The pandemic enabled Amerijet to showcase what we do best, and have done, for nearly 50 years- transport critical shipments across our network for our customers, partners and friends, including life-saving Covid-19 vaccines. Our entire company has pulled together in unimaginable ways throughout the pandemic to deliver for our customers," shared Wilson, a prolific and globe-trotting aviation expert who joined the company in February 2021.

Amerijet continues to innovate and introduce cost-effective solutions as the global economic recovery efforts roll on.

"We have learned to expect the unexpected during the past three years. Our customers are telling us they expect the industry will continue to be pressured, with continued strong demand for air cargo capacity. We expect fuel prices to continue to remain high in the near term and we are watching this very closely. Geopolitical events around the world will impact our business," said Wilson.

"We are still living under a global pandemic. How will sub-variants impact our lives and how will countries respond? While these questions get addressed, we are going to stay flexible, continue to invest in our businesses including enhancing our scheduled and non-scheduled services, stay focused on our customers and learn to live with and grow under uncertainty," he added.

1st US carrier recertified with IATA CEIV program

Amerijet's cold chain pharma standards and processes have been certified by IATA since 2017 and in August 2020, it became the first U.S. airline to be recertified with the IATA CEIV program, enabling it to safely transport COVID-19 vaccines where they were needed when they rolled out later that year.

"It was an amazing feeling of accomplishment to see photos and videos of the first shipments reaching airports and the happiness and relief seen on the faces of those citizens who would be able to get their first shots thanks to the work of literally hundreds of logistics professionals around the world who simply did what they do best every day. I am incredibly proud of what we did and will cherish those memories the rest of my career," shared Wilson.

Equally important to the delicate mission of transporting the temperature-sensitive COVID-19 vaccines is Amerijet's 360,000 square-foot import/export facility in Miami, Florida. This includes 40,000 square feet of temperature-controlled receiving and cooler space. The temperature in the cooler is monitored 24/7. Alerts and alarms are sent via email and SMS notification to staff members to intercede as needed to mitigate any risk to the temperature integrity.



Known for its exceptional handling service expertise to all types of pharmaceutical cargo such as vaccines, clinical trials, plasma, raw materials for testing, biomedical products and laboratory reagents, among many other pharma and life-sciences products, Amerijet takes pride in providing world-class standards when it comes to these things.

"We are very proud about our CEIV recertification completed two years ago. Recertification can often be more difficult to achieve than the initial approval and we are so proud of what our operations colleagues did to make this happen. Our team across the board understands what is involved in the correct handling of temperature-controlled products. Our team is aided by a wonderful, purpose-built facility here at our home base in Miami with a state-of-the-art industrial ammonia-powered cooler that is the largest on the U.S. East Coast and located literally steps away from where we load the aircraft," said Wilson.

"The timing of recertification enabled us to be ready to assist in the transport of the first covid vaccines and we worked with a number of parties, both governmental and non-governmental in early 2021 to ship these vaccines produced in Europe, the U.S. and elsewhere across our network into the Caribbean, Mexico, Central and South America," he added.

SmartKargo and Amerijet

Apart from investing in aircraft, infrastructure and people, Amerijet has partnered with SmartKargo to provide scalability and greater efficiency as well as a streamlined user experience.

"SmartKargo was selected as our cargo management system in 2020 to replace a legacy system that was first built in 1979s. In many ways, the Amerijet Cargo Management System (ACMS) was ahead of its time and supported the growth of our airline for over 40 years. Like all technology, we had simply come to a place where its sustainability was no longer viable and a replacement system was needed," said Wilson.

"We looked around the marketplace and the SmartKargo cloud-based system offered the flexibility, scalability and importantly the simplicity we needed. We are incredibly proud of our partnership with SmartKargo. Their team has been incredibly supportive and have proven to be adept listeners and observers as we walked them through our business and how we do things. Overall, we are very happy with how the system is performing since we implemented on March 1 of this year," he added.

"Change is never easy, especially when it comes at the expense of a system all of us knew so well, but with SmartKargo, we all proved we can learn something new that will be ready to support us as we grow."

Innovative air cargo technology

Expounding further on SmartKargo's many benefits to Amerijet's strategic global growth plans, Wilson said it is an essential tool to provide their customers worldwide access to real-time price quotes, bookings and ability to track shipments across their network.

"Ultimately, air cargo is all about speed across the entire shipment lifecycle, and SmartKargo is the tool empowering that speed," he said. "Digitization is infinitely scalable and as we grow, the right technology will be able to scale with us to support our employees and customers."

The pandemic has accelerated digitalization across many industries. The air cargo industry, tasked to transport COVID-19 vaccines, was forced to quickly adapt and adjust to the tech world.

The once cost-prohibitive technology solutions became more accessible and affordable giving the air cargo industry more incentive to embrace digitalization.

"The air cargo industry does not lack for challenges and attracts professionals who are good at solving problems. I think in the past, where the industry lacked a strong tech solution, or a tech solution was available but cost prohibitive, the industry simply put people in place to solve a problem. We are now seeing an emergence of strong technology solutions that are more affordable than ever before available to the industry. This is driven by agile companies that see opportunities in the industry and have clever and innovative solutions to fix nagging problems," said Wilson.



"Amerijet is a forwarding-leaning, pro-technology company and we believe we are just the right size to implement any number of solutions that will make it easier for our employees to do their jobs and enable our customers to have the products, tools and information they need to easily do business with us. Companies need to offer their employees the best, cutting-edge technology. When the best employees are matching with innovative, leading technology, sustainable growth follows," he noted.

E-commerce continues to be the preferred shopping method of many consumers — and will continue to be popular. People have become accustomed to having supplies delivered to their doorstep, the air cargo industry must continue to provide innovative technological solutions that will facilitate safe and quick transportation of various goods.

"We are shopping as much as we ever did before the pandemic but doing it from the comfort of our living rooms. It's imperative that customers have a positive experience and the companies that get it right are going to be successful and survive for the long run," the Amerijet CCO stressed.

"Amerijet has been around for almost half a century because of our customer-focused culture. What we intend to do is adapt technology to our customer-focused culture with investments and better processes to reimagine the customer experience for the air cargo industry."



Fast-tracking freight in India

Commercial activities in India generate about 4.6 billion tons of freight annually, which results in over 3-trillion-ton-km of transportation demand costing US\$100 billion. By 2050, the country's freight ecosystem is projected to grow five-fold and will be critical in supporting its global trade, job growth, urban and rural livelihoods as well as clean air and environment.

By R. Chandrakanth

I

ndia needs to fast-track its available resources and infrastructure to seamlessly transport freight of all kinds across the country to support its ambitious economic and social goals while protecting its environment in the 21st century.

The NITI Aayog, which serves as the apex public policy think-tank of the Government of India, and the nodal agency tasked with catalyzing economic development, along with RMI, an independent nonprofit think-and-do tank pointed this out in its 2021 report, a roadmap for clean and cost-effective goods transportation.

India has been recognized as one of the world's fastest-growing major economy for the past few years, due to rising demand for goods and services. The movement of goods across the country and beyond its borders has created economic opportunities for millions of Indians.

Today, the logistics sector represents 5 percent of India's Gross Domestic Product (GDP) and employs 2.2 crore people. India handles 4.6 billion tons of goods each year, amounting to a total annual cost of over Rs. 120 billion. These goods represent a variety of domestic industries and products: 22 percent are agricultural goods, 39 percent are mining products, and 39 percent are manufacturing-related commodities.

Trucks and other vehicles handle most of the movement of these goods. Railways, coastal and inland waterways, pipelines, and airways account for the rest.

Government initiatives to improve logistics performance

Recognizing the critical role of the sector in the country's future, the Government of India (GOI) is pursuing a range of actions to improve its logistics performance. These include the development of dedicated rail-based freight corridors, improvements to the capacity and connectivity of coastal and inland water-based shipping and airport connectivity through the regional connectivity scheme.

It is also looking at the buildout of road infrastructure projects such as Bharatmala and the Golden Quadrilateral, and the creation of supportive policies.

As national freight activity grows about five-fold by 2050, India's freight transport ecosystem has a critical role to play in supporting India's ambitious priorities. Some of these include international competitiveness, job growth, urban and rural livelihoods, and clean air and environment.

Energy consumption

The report said India's cumulative energy consumption from freight transport between 2020 and 2050 under a



India's logistics costs are currently 14 percent of the GDP—higher than the United States and Europe. Over 90 percent of logistics costs are attributable to transportation and inventory management. To increase logistics efficiency, the report said it is essential to increase transportation efficiency by optimizing truck use and incorporating inventory management best practices in supply chains.

business as usual (BAU) scenario will be around 5.8 billion tons of oil equivalent (TOE). However, India can reduce this energy consumption by 50 percent under an efficient scenario through three opportunity areas: Increasing the share of rail transport; Optimizing truck use; and Promoting use of fuel-efficient vehicles and alternative fuels.

These opportunities will also lead to reduced logistics costs; reduced carbon emissions and improved air quality; less truck traffic on roads, etc. India has set a target of reducing the logistics costs as a share of GDP from 14 percent currently to 10 percent by 2022, which can save up to 100 billion dollars.

India can save 10 giga tons of CO₂, 500 kilo tones of particulate matter (PM) and 15 million tons of nitrogen oxide (NO_x) caused by freight transport by 2050. Improved mode share and efficient logistics can reduce the vehicular-freight activity by 48 percent in 2050 over a BAU scenario.

This new freight paradigm will also lead to higher economic growth, more employment opportunities, better public health, and enhanced logistics productivity, which will meet many of India's development goals.

India's logistics sector comprises over 10,000 types of products and has a market size of US\$110 billion. It is expected to grow to a market of US\$150 billion by end 2022.

India generates 4.6 billion tons of freight

Currently, commercial activities in India generate about 4.6 billion tons of freight annually, which results in over three trillion ton-km of transportation demand at a cost of US\$100 billion. This demand for freight transport has been rising as the population has grown and standards of living have improved, leading consumers and business to demand and consume more goods.

Between 2015 and 2020, India's GDP grew by 32 percent to 217 lakh crores —making India the sixth largest economy in the world. In the same decade, India's population also increased by 5 percent, while freight demand increased by 28 percent.

With rising income levels, higher exports, a rapidly growing e-commerce sector, a growing retail sales market, and a projected GDP growth of seven to eight percent in the next five years, the demand for goods movement is also expected to increase at 7 percent Compound Annual Growth Rate (CAGR). As the demand for goods continues to grow, moving them is expected to increase to 15.6 trillion ton-km in 2050.

This activity will spur growth across freight modes, but especially in

road-freight transport. This will lead to over three trillion kilometers travelled on Indian roads by freight vehicles in 2050. To meet this demand, India has been continuously improving its logistics system.

LPI score moves up

India had improved its score on the Logistics Performance Index (LPI), a World Bank tool, commonly used to measure a country's logistics capabilities, from 3.07 to 3.42 between 2007 and 2016. This progress came from improving infrastructure, introducing policies and programs like Make in India, Regional Air Connectivity Scheme and incorporating technological and digital improvements in the logistics supply chain. However, much work remains to be done.

Despite being one of the world's biggest and fastest-growing logistics industry India's LPI only ranks 44th in the world. This ranking can be improved by tapping into the opportunity areas outlined in the report.

While container movement in India is rising, the share of intermodal rail freight transport remains relatively low. While the total container traffic in India increased at a CAGR of 9 percent between 2010 and 2018, intermodal transport was responsible for a small share.

Over-the-road (OTR) truck transport ferried most of the containers from origin to destination. For example, in the Western region corridors, which account for 70 percent of



India's container movement, intermodal rail transport is responsible for only one-third of the share.

Multimodal transportation growing

With supporting government initiatives and market structure, the share of intermodal transport in India is growing. In 2017, the government sanctioned US\$2 billion for building 35 multimodal logistics parks across the country.

These logistics parks are expected to handle 50 percent of the road freight activity and reduce total logistics costs by 25 percent. The Indian government plans to create a central authority called Multi-Modal Logistics Park Authority (MMLPA) with representatives from relevant ministries.

It is proposed to develop logistics parks in 15 cities with highest freight movement (covering more than 40% of the total road freight movement in India) 8 in Phase I of the program. Logistics parks in the next 20 nodes (accounting for 20% of the total road freight movement in India) can potentially be developed in the next phase. The MMLPA will help identify optimal locations and ensure MMLPs function correctly.

India has built a network of almost 300 Inland Container Depots, which are the key to enable multimodal transport as they enable better integration between road and rail and air too. The government has announced plans for new rail-side logistics parks and warehouses to upgrade freight terminal infrastructure.

India's logistics costs are currently 14 percent of the GDP—higher than the United States and Europe. Over 90 percent of logistics costs are attributable to transportation and inventory management. To increase logistics efficiency, the report said it is essential to increase transportation efficiency by optimizing truck use and incorporating inventory management best practices in supply chains.

Obsolete Infrastructure and vehicles

Low carrying-capacity trucks make up the majority of India's truck fleet. In India, most trucks are MDVs or smaller HDVs. In nations and regions, like the United States and the European Union, the truck market mainly consists of HDVs.

Trucks in India usually have smaller engines and thus operate at lower speeds. Most of the trucks on the road are old. About 34 percent of India's truck fleet has been on the road for at least 10 years.

India's roads are not well-suited for heavy vehicles. Only 54 percent of roads are surfaced with concrete, limiting the plying of heavy trucks for freight transport. Also, four to six lanes national highways are limited but growing.

Obsolete Technologies

Transportation practices like load planning and vehicle routing are not digitized, standardized and automated. For example, there is a limited use of radio-frequency identification (RFID) tracking and a lack of real-time visibility into inventory flow.

The procedures and equipment to execute processes such as material loading, unloading, and storing are not standardized, leading to widespread use of slow, inaccurate manual processes.

There is a lack of automation of common warehousing operations. This leads to excess inventory holdings by decreasing the speed through which the goods move across the supply chain, and inventory loss as operators do not have proper visibility into inventory stocks and locations.

Fragmented market

India's trucking market is highly fragmented. Around 75 percent of the market is run by small owner-operators who own up to five trucks. Only 10 percent of the market is run by big fleet operators who own more than 20 trucks.

Small players are unable to optimize driving patterns and have less ability to invest in larger trucks, digital tools and software, and the expertise required to operate them. This market structure leads to lower asset utilization and overloaded trucks.

The warehousing sector in India is also highly fragmented, with unorganized players owning 90 percent of the market. Most warehouses are small and local instead of regional. Few have accessible connections with national highways and multiple transport modes.

The report said that by optimizing truck use, truck utilization and load factors will be improved. Key levers to this change include policy moves like tax reform and logistics planning, technological development and deployment, and investment in improved assets such as better trucks and warehouses.

The report mentioned that the high-level impact of those reforms against a BAU scenario include: Annual VKT reduction of 81 billion km and 450 billion km in 2030 and 2050; Annual cost savings of US\$10 billion in 2030 and US\$70 billion USD in 2050; and Improved air quality and reduced CO2 emissions.



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ACL Airshop: Leading global ULD business in embracing sustainability

The technology-enabled global leader in customized air cargo ULD solutions, ACL Airshop, has doubled its ULD operations footprint and tripled its lease-ready assets for its more than 200 airlines clients since the pandemic struck.

The South Carolina headquartered company whose products and services include pallets, containers, straps, nets, repairs, and innovative technologies such as "ULD Control" and FindMyULD now has over 70,000 ULDs from only 24,000 five years ago.

Its service sites have also grown to 55 of the world's Top 100 air cargo hub airports. The company manufactures, sells, leases, repairs, and provides logistics & technology management services for customers' cargo control assets.

"As the resurgent freighter operations and even preighters began taking to the skies again, we accelerated with all our customers, maintained full employment, and steady production of products and services. We closed that year in solid condition. In 2021, the upward trends continued for ACL Airshop, it finished as the strongest year of operations in the company's 39-year history,"

By Gemma Q. Casas

Indeed, business has been blissful for ACL Airshop after suffering initial setback when the Coronavirus outbreak began. But with this much ULDs and a significant number of straps and nets at its disposal, the company also seriously takes its role in properly disposing its cargo products while promoting sustainability in the industry.

Sustainability is "everybody's business"

Steve Townes, CEO of ACL Airshop, explains sustainability is now "everybody's business" and that the company has taken many initiatives years ago to tackle this issue.

"At the IATA World Cargo Symposium in 2021 in Dublin, ACL Airshop was a leading onstage voice for sustainability issues and initiatives in the air cargo industry. The company will once again take on the same thought-leadership role in London for the September 2022 IATA



Steve Townes
President & CEO



Wes Tucker
COO Western



Jos Jacobsen
COO Eastern

annual symposium. Sustainability has now become “everybody’s business.” For our part, we already use thinner lightweight but FAA-approved pallets wherever feasible, and that reduces fuel burn for our clients,” said Townes, a well-respected serial entrepreneur who earned his engineering degree from the prestigious US Military Academy West Point.

ACL Airshop has also taken steps to reduce waste and energy consumption at its manufacturing and repair stations.

“Even in our own manufacturing and repair operations, we have undertaken Lean Initiatives to reduce waste and energy consumption. For example, we invested in new Dye Ranges in our cargo straps production lines, which eliminated over 12% of excess energy usage and allows us to produce more units with the same strength and quality, with that much less raw

material. Across any company’s operations, a lean mindset and a deliberate focus on sustainability will cause new ideas and newfound efficiencies to be discovered,” Townes noted.

Adding, “Much of this comes down to “How does a company operate?” Has sustainability become a top-of-mind awareness topic in the management and the workforce? At a recent ULD Care online symposium, ACL Airshop (with ACL’s Jos Jacobsen as a Board member with ULD Care), made key points about ULDs and Sustainability, citing ways that equipment providers like ACL can help airlines’ goals in this regard with: Reduction in emissions, Improved efficiency, Improved image, more reliable Safety, and Recyclability. Small initiatives such as going paperless, using collapsible ULDs, mandating fuel-efficient autos and trucks in all company operations, making ULDs with recyclable materials, minimizing the use of one-time plastics for cargo sheathing on planes, ensuring that aged ULDs are recycled and re-purposed, using repairs to extend the useful life of pallets and containers—it all adds up.”

Recycle, Reuse & Repurpose

Townes, with inputs from Jos Jacobsen, COO & Managing Director-Global Leasing, and Wes Tucker, COO – The Americas & Manufacturing, explains, “Of the many thousands of ULDs that ACL Airshop owns, the predominant pallets are “PMC” and heavy-duty models—why? Roughly 70% of all air cargo flies palletized on freighters; hence, the Company decided decades ago to match its asset investments to that.”

And among the independent ULD management companies, “ACL Airshop is definitely the “kings of pallets.”

“On containers and specialized ULDs, the company’s predominant containers are LD-3, plus various specialty types such as Horse Stalls, stackable Car Racks, collapsible containers, and cool-chain temperature controlling ULDs with partners such as Sonoco Thermosafe,” said Townes.

And when these pallets and other metallic materials have reached their end-of-life cycle in the industry, they are not just thrown out. They are either recycled, reused or repurposed, to help solve the planet’s growing environmental problems.

“Pallets and other metallic materials can be extended in their useful life cycle by performing regular maintenance and repairs in FAA and EASA certified repair station shops. If they reach the point of “beyond economic repair” or present any type of unsolvable safety issue, they can be repurposed into a variety of other uses that require aluminum,” said Townes.

“Cargo nets and straps can be repaired so long as they do not exceed their FAA-approved expiration date, or their damages do not exceed official standards for reparability. Once straps and nets reach the end-of-life for air cargo purposes, they can go to recyclers who typically reduce the materials to pellets, which then go into the manufacture of various non-aviation industrial products,” he added.

Stronger together in facing adversity

Despite the abrupt negative impact on their business during the initial phase of the pandemic, ACL Airshop didn’t cut its workforce, enabling their employees to sustain their families during what was described as the darkest period in mankind’s modern history.

And what was once perceived as a disastrous moment, the pandemic became a boon for the air cargo industry which was tasked to quickly deliver vital medical supplies, including the COVID-19 vaccines and other necessities.

By 2021, ACL Airshop’s resilience, persistence and commitment in the industry was greatly rewarded, with the upward trends resulting to the company’s best revenue performance in its 39-year history.

“ACL Airshop reacted swiftly and safely to remain in full operation during the pandemic. When it first began in 2020, our volume of business faltered just like the whole air cargo industry, but we did not over-react. It might have been tempting to release staff and slash costs, but instead we held firm and just “tapped the brakes” a bit, taking a calculated risk,” Townes recalled.



"As the resurgent freighter operations and even freighters began taking to the skies again, we accelerated with all our customers, maintained full employment, and steady production of products and services. We closed that year in solid condition. In 2021, the upward trends continued for ACL Airshop, it finished as the strongest year of operations in the company's 39-year history," he added.

With ULD business at an all-time high to help countries fight the menacing virus, ACL Airshop doubled its efforts to deliver what was needed in safely storing medical supplies and the vaccines. The company even invested millions more to demand growing demand for its products and services.

"The people of ACL Airshop showed admirable resourcefulness in fighting-through the pandemic, and the unprecedented rising demand for our ULD leasing services and manufactured products. We invested several millions more in growing our own ULD fleets in order to satisfy customer demand in every region of our global network," Townes shared.

"Thankfully, although we had a few cases of COVID among employees, none were seriously grave and all returned to work, and a high percentage of the workforce are vaccinated. ACL Airshop is maintaining a very vigilant approach toward health and safety as pandemic variants keep emerging. We remain focused on speedy responsiveness to clients--everybody across the whole industry has similar challenges, so we are always ready to help meet requirements for extra pallets, containers, and logistics services."

The company ramped up its production on in-house manufacturing of straps and nets, and nearly doubling its procurement of pallets and other ULDs from its supply chain in North America, Europe, Asia.

"We have found that it's essential to give advance orders with more lead-time, and in some cases economic incentives to garner preferential delivery and pricing. We are one of the largest independent buyers of ULDs in the market, especially pallets, and we use our buying power to get the best deals we can for our customers. The global price of aluminum in the past 24 months rose to record highs, which affects all of us. So, we have become more creative and aggressive in our commercial practices," said Townes.

Going more digital

ACL Airshop was the first in the market to introduce Bluetooth tracking and tracing for ULDs. And now, it has also pioneered in linking the Airway Bill itself to the serial number of the Bluetooth tag and the serial number of the ULD.

"That was the "Holy Grail" for our multi-year technology roadmap, we have gone beyond Beta testing with a major customer—it works. That will give far better end-to-end visibility and efficiency to every shipper and every cargo carrier who uses these new tools," said Townes.

"That type of data-rich knowledge is no longer just the domain of the giant global integrators. For us, this is a turning point, a major leap forward. The benefits that we hope to give customers include outright cost savings, logistics efficiencies, and better competitive speed. As one client said, "You allowed me to operate more flight loads per weeks with the same number of airplanes." We feel it is a measurable benefit to "Do more with less," he further noted.

ACL Airshop has its operations centers in Amsterdam, Chicago ORD, and Hong Kong as the control nodes for these useful customer resources.

"That gives our customers 24/7 coverage with all of our logistics and technology services, and our readily deployable giant fleet of pallets, containers, straps, and nets. "When the customer needs some extras 'in a pinch,' we are the single best call to make in the air cargo industry," COO Wes Tucker, explains.

As far as the air cargo industry is concerned, what do you think are its biggest challenges and how can these be overcome in your opinion?

Facing the challenges

But while the air cargo industry remains in high demand, business growth has slowed down due to unforeseen events such as the Russian invasion of Ukraine, the global

recession, rising inflation, COVID mutations, higher cost of fuel, different conflicts across the world, among other issues.

"IATA says strong cargo demand and passenger recovery could make the global airline industry profitable in 2023, and the best bright spot has been air cargo. Air cargo business is slowing amid global macroeconomic pressures such as inflation, recession fears, continuing Covid variants, and of course the Ukraine War and other threats. 2022 is still shaping up as one of the industry's strongest years ever with cargo revenues nearly double those before the pandemic, expected to tip towards "over \$190 Billion" by year-end," said Townes.

"Challenges to air freight include delayed factory production due to severe COVID lockdowns in China; the uncertainties and length of the Ukraine war; a worldwide drop in new export orders; shifts in consumer spending toward services as the pandemic abates, thereby softening the surge of e-commerce during COVID; high inflation; and backlogs & short-staffing at airport cargo facilities. The higher cost of aviation fuel combined with the re-routing of cargo planes around Russian air space is proving to be a costly bogey across much of the industry," he added.

The ACL Airshop CEO said overcoming these challenges will take time and he believes the biggest wild card would be the Russia-Ukraine conflict.

"The biggest wild card is Ukraine and Russia. Some pundits predict economic chaos if the war persists into a long protracted endless conflict. If the war seriously impacts Peak Season 2022, making predictions will become "anybody's guess." ACL Airshop management believes that world trade will continue, planes will continue to be the best way to keep critical inventories moving whilst trucks and ships sit idle, and the end of 2022 will see the dawn of a good new year ahead," he said.

"Having said that, we do have contingency plans "just in case," but as before, as an enterprise we do not knee-jerk at the slightest flutter, we stay steady then make decisions and act when it's imperative."

ACL Airshop is turning 40 in 2023

ACL Airshop will celebrate a new milestone in 2023 with the company marking its 40th anniversary. From its humble beginnings in 1979, mainly shipping horses, it has evolved into a global leader in ULD leasing, ULD sales, ULD repairs, ULD management, cargo nets and straps manufacturing.

Steve Townes, its CEO, who has led the firm to new heights since taking the helm in 2016, shared more insights on the company's future trajectory in this brief Q&A.

What has changed since Alinda Capital Partners acquired majority shares at the company in 2021?

The new, huge majority shareholder has brought a longer-term infrastructure lens to our business plans, and that has made ACL Airshop better and stronger. They are among the world's most successful investors in infrastructure, including transportation and logistics. They also have a successful track record of investment in pooled and leased equipment, and experience in backing growth-oriented companies. They are committed to ACL Airshop's strategy of growing with its customers and share our vision for continued expansion in the coming years. ACL Airshop is the fastest-growing player in its competitive field, with a strongly amplified Brand Promise that customers know and appreciate.

The company will continue to dominate short-term Leasing solutions for ULDs. And invest steadily in growing the network of service hubs, in innovative logistics technologies, and of course in our people. Moreover, we have enjoyed the benefit of the enormous institutional size of our main shareholder, which allowed us in 2021 for example to roughly DOUBLE our internal growth investments above Plan, aimed at keeping pace with our customers' demand factors. We pivoted, accelerated, and invested heavily. We could not have done that without such a strong institutional shareholder.

Further, we have now accelerated a corollary strategy to our short-term leasing "moat," now we are also more-focused on selectively building a profitable portfolio of long-term multiyear ULD Management contracts. Long-term contracts require us to invest even more, and to adjust our commercial terms for competitiveness. We have won several such efforts even in the first year with these new institutional resources and strategic guidance. The merits of long-term recurring revenues are obvious, and that allows us to give clients ALL of the technology and logistics services that we have, thereby becoming even better strategic partners for the customer. By adding multi-year ULD fleet management programs to our offerings several years ago, we have grown in new ways with customers who may have started with short-term leasing solutions. Whether for a few weeks or five years, ACL seeks to remain nimble and cost-effective facilitators for its customers' air cargo missions.

ACL Airshop is over-performing as a new portfolio company of its majority shareholder, and is maintaining its High-Performance Culture and speedy execution skills. We are also investing more in Training programs for our people, including a new Management Development cohort this year of emerging leaders, and sending a few senior executives to the Center for Creative Leadership. So, it's the same vibrant company that customers have known for decades, but it now has "a bigger gas tank" and a stronger push on the accelerator.

The culture factor cannot be stressed enough: the DNA of ACL Airshop is different from many companies, remarkably positive, action-oriented. We take great care of our people, who in turn give terrific service to our clients. We pride ourselves in answering customers' requests in minutes or hours, whereas some competitors take days or weeks plus "several committees." Our new majority shareholder has assisted us greatly, AND recognizes the competitive value of having a superior employment culture.

What's the latest with ACL's global expansion quest? How many more locations were added to the company's portfolio? What's next for the company?

Five years ago, we announced that we would double the operational footprint of ACL Airshop in less than 5 years. We have done more than that, so far it has grown 20% more than doubling, and more are planned. Our latest quest started in India, two years ago

pre-Covid. We scouted for in-country handling partners and wanted to focus on which major airport hubs would be best for our customers.

As we stand today, we plan to announce the first airport in India perhaps even yet this year (2022), with likely expansion to a second major city next year. Delhi and Mumbai are high on our list. More details will be revealed when we make final decisions—delays are due to the challenging array of geopolitical events currently affecting the whole world, along with the seemingly endless variants that keep emerging in the pandemic.

We are also exploring potential acquisitions of complementary companies that operate in what we will call "airport- and airline-centric adjacencies." We have a small toe-hold in cold chain, we know we need to do more. If you think of ACL Airshop as an equipment-based hybrid solutions company at airports for airlines, it opens the thought aperture as to "what would be a good strategic fit?" We are scouting for deals.

What's your hope for the air cargo industry given that its role in facilitating global trade and humanitarian efforts is increasing?

Many of our customers are acquiring more cargo freighters, new and used. Planes are being pulled from desert storage for conversions at large modification centers. Manufacturers are planning more dedicated cargo models. These are all leading indicators at the top of the aerospace food chain, we watch those signals closely. We believe that the COVID pandemic has created tectonic shifts in the way we work, travel, and ship goods. Permanent changes in how goods move around the world's economies. There now are stronger links happening in the triumvirate of ocean shipping, ground logistics, and air freight—which portends more strategic growth for air cargo in that blended and eventually seamless ecosystem.

We will track closely with our air cargo customers. We will invest in more ULDs to serve their growing fleets. We will invest in more hub locations to serve their expanding route structures. We will invest in efficient technologies to make their cargo operations more efficient for their end-user shippers. And we will keep investing in our own people to ensure that we can quickly and cost-effectively deliver, every day, everywhere.



Q&A

with

Matthieu Petot CEO of CargoAi

CargoAi, the pioneering tech solutions company that saw the need to link the air cargo industry to the digital world in 2019, has now grown into a full modern IT company.

By Gemma Q. Casas



As demand from both consumers and businesses to ship all sorts of goods via air increases, along with the rapidly growing global e-commerce sector, the air cargo and logistics industries and their supply chains find it more difficult to process growing volumes of goods.

To cope up, most companies integrate technology solutions into their operations. Not only do they see better and seamless operations but also growth.

CargoAi, the pioneering tech solutions company that saw the need to link the air cargo industry to the digital world in 2019, has now grown into a full modern IT company.

Matthieu Petot, CEO of CargoAi, shared, “CargoAi is now recognized as a technology leader in bringing digitalization of processes for airlines and freight forwarders. We have expanded from being a booking platform to a full modern IT company, offering our expertise in technical integration with our API suite, data with our Analytical tool CargoBi and sustainability with our unique carbon solutions. We also run tailor-made projects for our customers who value our agile methodology and speed of execution compared to traditional IT organizations.”

Read on the rest of our interview with Petot in this Q&A.

What has been changed with CargoAi since the pandemic struck in 2020?

started CargoAi just before the pandemic and it didn't slow down our progress. Of course, some airlines had less budget and resources to connect to us, but there was a strong need for efficiency gains with digitalization. So, we still managed to grow rapidly to get to the current situation with over 20 airlines connected and 6,000 freight forwarders in 104 countries.

What's next for the company given its increasing role in facilitating digital business for those in the air cargo industry?

CargoAi is now recognized as a technology leader in bringing digitalization of processes for airlines and freight forwarders. We have expanded from being a booking platform to a full modern IT company, offering our expertise in



When you are late on digitalization, you should turn to an expert like CargoAi to accelerate and not miss the next train.



technical integration with our API suite, data with our Analytical tool CargoBi and sustainability with our unique carbon solutions. We also run tailor-made projects for our customers who value our agile methodology and speed of execution compared to traditional IT organizations.

How would you describe the pace of air cargo booking with the acceleration of digitalization in the industry?

It continues to accelerate and the pipeline is very busy. By the end of the year, more than 50% of capacity will be bookable online (versus 20% at the beginning of the year), which means that all markets can rapidly expand and use digital bookings and the other services we offer around.

How is CargoAi different from other platforms and what is its pledge to customers who believe in its capabilities?

CargoAi is well known for offering the best user experience and speed, as well as unique features such as spot requests with 100% of the airlines (not only those connected via APIs).

Finally, with the recent announcements, we are seeing a lot of freight forwarders and airlines who appreciate that we are the only neutral marketplace with no investment from an airline or freight forwarder. I fully understand because data is key nowadays and you don't want to run the risk that your competitor can have a glimpse on your data.

Given our new normal in the digital age, how important is it for companies, especially in the air cargo industry, to embrace technology and digitalization?

There is no doubt that the leading airlines and freight forwarders today are the ones who are the most digitalized and this has taken them a long time to get there.

CargoAi offers solutions and expertise for smaller players so that they have such tools with less investments and can actually be able to catchup and be even better. As an example, the user experience on our marketplace or wheelable booking portal is now better than the best airline portal.

There is no doubt that the leading airlines and freight forwarders today are the ones who are the most digitalized and this has taken them a long time to get there. CargoAi offers solutions and expertise for smaller players so that they have such tools with less investments and can actually be able to catchup and be even better. As an example, the user experience on our marketplace or wheelable booking portal is now better than the best airline portal.

Freight forwarders are also seeing the pressure on their clients from the giant digital forwarders who started with a modern technology platform and processes. We also help them to be on par with our API suite and they can instantly offer bookable rates to their customers.

Investing on software may not be enough these days. Would you recommend investing on IT personnel? Why or why not? What's the alternative if companies are on a tight budget?

I believe digitalization was one of the key differentiators between 2010-2022 and now. Airlines and freight forwarders have to start investing in sustainability. This will be the key differentiator for the next decade and the companies that have made early progress and investments will win.

When you are late on digitalization, you should turn to an expert like CargoAi to accelerate and not miss the next train.

We understand that CargoAi has just launched API services for its forwarder users and TMS. Can you tell us more about this project?

Freight forwarders who have a TMS understand the process issue of having to book on every airline booking platform that has been launched in the last 2 years. They want their staff to do everything from their TMS for efficiency reasons. Initially, they decided to integrate directly with the airlines but they noticed that it was much more work than they thought and far from being a one-off project. We offer this service so that freight forwarders can accelerate all or part of their connection to the airlines via just one integration through us.

What can forwarders and TMS users expect from CargoAi's API services?

They can connect directly to airlines' systems to retrieve rates and capacity to be able to book instantly. This saves them time to answer their customers and secure capacity when needed. This can also be done on our marketplace on app.cargoai.co but it is even more efficient when you can connect directly your TMS.

Please tell us more about your partnership with the trucking firm Air Cargo Inc. and how it will benefit customers.

All our customers can view rates and book from or to any US destination based on the huge network Air Cargo Inc has in the US. This is another efficient solution we offer to our customers.

What's next for CargoAi in the foreseeable future?

We are far from stopping and are continuously improving our products with more features coming from regular discussions with a pool of our users and customers and we also have new line of products coming this year.

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From left: Nikolas Iwan, CEO H2 MOBILITY DEUTSCHLAND; Jörg Howe, Head of Global Communications Daimler Truck; Daniela Schmitt, Minister of Economic Affairs of Rhineland-Palatinate; Dr. Christof Weber, Head of Testing Mercedes-Benz Trucks.

Daimler Truck reaches new milestone with successful test of fuel-cell truck with liquid hydrogen

The global trucking company says it prefers liquid hydrogen in the development of hydrogen-based drives as in this aggregate state, the energy carrier has a significantly higher energy density in relation to volume compared to gaseous hydrogen.////////////////////

When it comes to infrastructure for hydrogen filling stations along important transport routes in Europe, Daimler Truck says it is planning to work together with the companies Shell, BP and TotalEnergies. Daimler Truck is also a shareholder in hydrogen filling station operator H2 MOBILITY Deutschland.



STUTT GART, Germany: Daimler Truck reaches its next milestone on the road to sustainable transportation with the successful test of fuel-cell truck with liquid hydrogen, a prelude to the possibility of having more hydrogen-based drives.

Since last year, a Mercedes-Benz GenH2 Truck fuel-cell prototype has been undergoing intensive testing – both on the in-house test track and on public roads. Daimler Truck is now putting another prototype into operation to test the use of liquid hydrogen.

Political support for the development program comes from Daniela Schmitt, Minister of Economic Affairs of Rhineland-Palatinate, who

opened the regional hydrogen week “WOCHE DES WASSERSTOFFS SÜD” (#wdws2022) on June 27 with a test drive in Wörth am Rhein, Germany.

A newly installed prototype filling station at the development and testing centre in Wörth enables the refuelling with liquid hydrogen. Recently, Daimler Truck celebrated the first successful liquid hydrogen (LH2) refuelling of the truck together with Air Liquide.

During the refuelling process, cryogenic liquid hydrogen at minus 253 degrees Celsius is filled into two 40 kg tanks mounted on either side of the chassis. Thanks to the particularly good insulation of the vehicle tanks, the hydrogen can be kept at temperature for a sufficiently long time without active cooling. Daimler Truck says it prefers liquid hydrogen in the development of hydrogen-based drives.

In this aggregate state, the energy carrier has a significantly higher energy density in relation to volume compared to gaseous hydrogen.

As a result, more hydrogen can be carried, which significantly increases the range and enables comparable performance of the vehicle with that of a conventional diesel truck. The development objective of the series-ready GenH2 Truck is a range of up to 1,000 kilometres and more.



In addition, Daimler Truck, IVECO, Linde, OMV, Shell, TotalEnergies and the Volvo Group have committed to work together to help create the conditions for the mass-market roll-out of hydrogen trucks in Europe as part of the H2Accelerate (H2A) interest group.

This makes the truck suitable for flexible and demanding applications, especially in the important segment of heavy-duty long-haul transport. The start of series production for hydrogen-based trucks is planned for the second half of the decade.

Comprehensive commitment to hydrogen

Daimler Truck says it is also working together with Linde on the development of a new process for handling liquid hydrogen ("subcooled" liquid hydrogen, "sLH2 technology"). Among other things, this innovative approach enables even higher storage density and easier refuelling compared to LH2.

The companies plan for the first refuelling of a prototype vehicle at a pilot station in Germany in 2023. Daimler Truck and its partners are planning for a high level of transparency and openness around the relevant interfaces of the jointly developed sLH2 technology.

The goal is to collaborate with other companies and associations as possible to develop their own refuelling and vehicle technologies that apply the new liquid-hydrogen standard and thereby establish a global mass market for the new process.

When it comes to infrastructure for hydrogen filling stations along important transport routes in Europe, Daimler Truck says it is planning to work together with the companies Shell, BP and TotalEnergies. Daimler Truck is also a shareholder in hydrogen filling station operator H2 MOBILITY Deutschland.

In addition, Daimler Truck, IVECO, Linde, OMV, Shell, TotalEnergies and the Volvo Group have committed to work together to help create the conditions for the mass-market roll-out of hydrogen trucks in Europe as part of the H2Accelerate (H2A) interest group.

On its path towards a CO2-neutral future Daimler Truck has clearly set its strategic course and is consistently pursuing a dual-track strategy in the electrification of its portfolio with both battery-electric and hydrogen-based drives. The ambition is to offer only new vehicles that are carbon-neutral in driving operation in its global core markets by 2039.

Text & Images Credit: www.media.daimlertruck.com

IATA urges governments to ensure safe rollout of 5G networks

DOHA, Qatar: The International Air Transport Association (IATA) is urging governments to work closely with the aviation industry to ensure that aviation and incumbent aviation safety systems can safely co-exist with new 5G services.

IATA says while recognizing the economic importance of making spectrum available to support next generation commercial wireless telecommunications, maintaining current levels of safety of passengers, flight crews, and aircraft must continue to be one of governments' highest priorities. The call came as the industry was meeting in Doha, Qatar at the 78th IATA Annual General Meeting.

"We must not repeat the recent experience in the United States, where the rollout of C-band spectrum 5G services created enormous disruption to aviation, owing to the potential risk of interference with radio altimeters that are critical to aircraft landing and safety systems. In fact, many countries have successfully managed to facilitate the requirements of 5G service providers, while including necessary mitigations to preserve aviation safety and uninterrupted services. These include, for example, Brazil, Canada, France and Thailand," said Willie Walsh, IATA's Director General.

Before deciding on any spectrum allocations or conducting spectrum auctions, IATA called for governments to ensure close coordination and mutual understandings between national spectrum and aviation safety regulators so that each frequency allocation/assignment is comprehensively studied and is proven not to adversely impact aviation safety and efficiency. Robust testing in coordination with aviation subject matter experts is critically important in providing necessary information.

Measures that have already been used by some governments include:

- Ensure thorough testing, sufficient spectrum separation between 5G C-band deployments and 4.2-4.4 GHz frequency band used by existing radio altimeters
- Clearly codify and enforce the maximum power limit for 5G C-band transmission and downward tilting of 5G antennae particularly in the vicinity of flightpaths
- Establishment of sufficient 5G C-band prohibition and precautionary zones around airports

IATA noted that airlines operating to/from and within the US continue to contend with the effects of the rollout of 5G, including a pending



Willie Walsh, IATA Director General Willie Walsh, right, with Akbar Al Baker, AGM President & Group CEO, Qatar Airways, presiding over the 78th IATA Annual General Meeting held in Doha, Qatar on 19-21 June 2022. Image Credit: IATA



Willie Walsh, IATA's Director General, addressing the crowd at the 78th IATA Annual General Meeting. Image Credit: IATA

airworthiness directive from the Federal Aviation Administration requiring them to retrofit/upgrade radio altimeters at their own expense to enable the respective aircraft to continue to utilize CAT II and CAT III low-visibility approaches at many US airports where 5G C-Band service is currently or will be deployed in future.

The timely availability of upgraded altimeters is a concern, as are the cost of these investments and the lack of certainty regarding the future spectrum environment. Furthermore, 19 additional telecommunications companies are scheduled to deploy 5G networks by December 2023.

"FAA's unilateral decision to require airlines to replace or upgrade their existing radio altimeters – which are approved by both the FAA and the US Federal Communications Commission – by July 2023 is deeply disappointing and unrealistic. The FAA has not even approved or certified all the safety solutions that it will require, nor have systems providers been able to say with certainty when the equipment will be available for much of the fleet. So how can there be any confidence in the timeline? Furthermore, FAA can provide no guarantee that airlines will not have to carry out further upgrades to radio altimeters as even more powerful 5G networks are deployed in the near future. Safety is our highest priority, but it cannot be achieved with this rushed approach. The FAA needs to continue working with all stakeholders collaboratively and transparently, including the FCC and the telecom sector, to define solutions and deadlines that reflect reality," said Walsh.

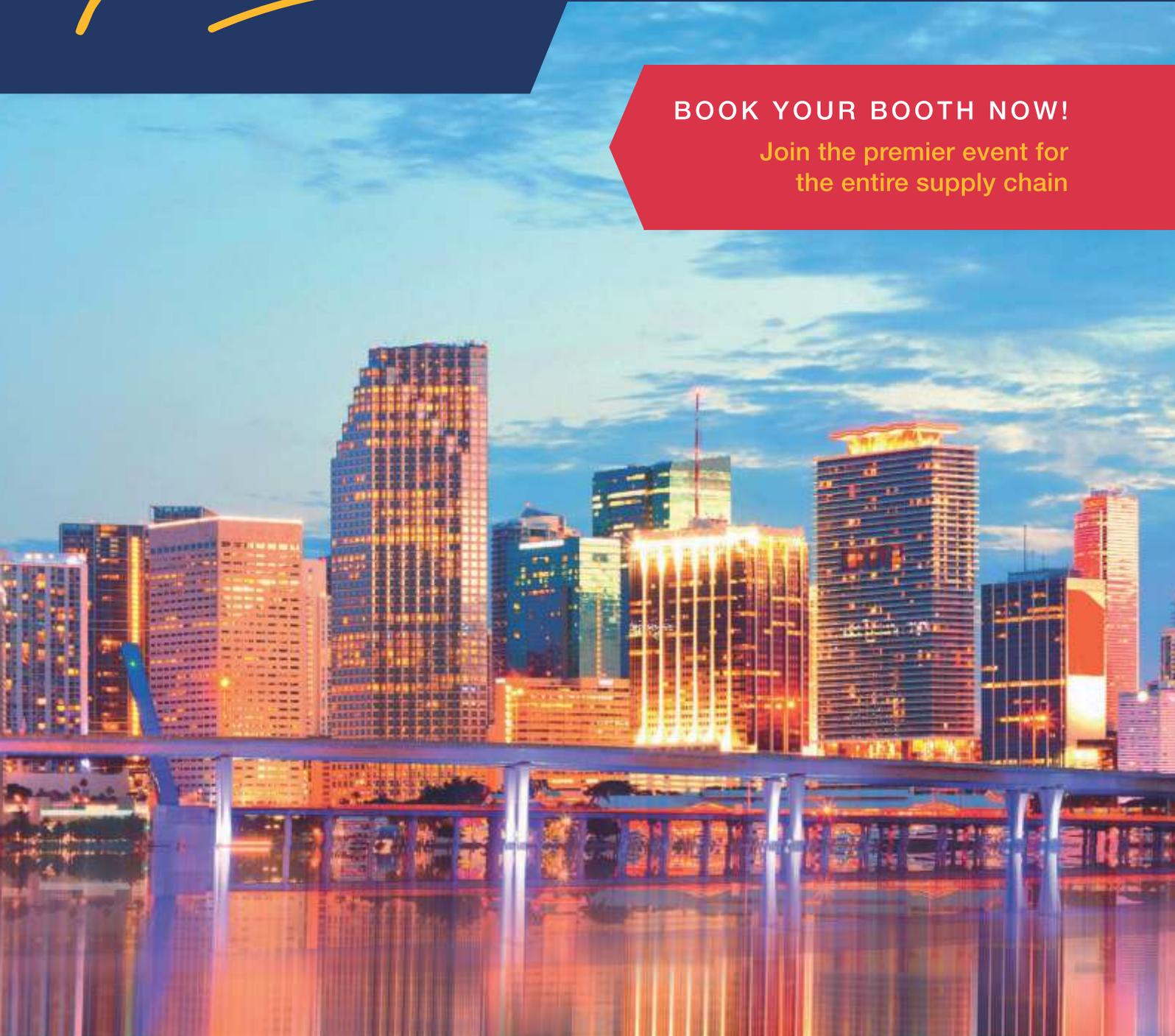
The International Civil Aviation Organization (ICAO) and the International Telecommunications Union (ITU) both have recognized and reminded their Member States and Administrations of the importance of ensuring that existing aviation systems and services are free from harmful interference. This will become even more critical as more and more spectrum is being allocated to new generation telecommunications services.

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Qatar Airways Group earns US\$1.54 billion in FY2021-22, the highest in its 25-year history

DOHA, Qatar: Qatar Airways Group marks its 25th anniversary this year with net profits of QAR 5.6 billion (US\$ 1.54 billion) during fiscal year 2021/22 with its total earnings up by 78 percent compared to the previous year, the highest in the Group's history.

Qatar Airways Group said its overall revenue increased to QAR 52.3 billion (US\$ 14.4 billion), up 78 percent compared to last year and a remarkable 2 percent higher than the full financial year pre-COVID.

In the most difficult period ever in the global airline industry, the airline credits its positive results to its agility and successful strategy which continued to focus on customer needs and evolving market opportunities, as well as efficiency and the commitment of its worldwide employees.

The Group said passenger revenue increased by 210 percent over last year, due to the growth of the Qatar Airways network, increase in market share and higher unit revenue, for the second financial year in a row. Qatar Airways carried 18.5 million passengers, an increase of 218 per cent over last year.

Leading global cargo player

Qatar Airways Cargo remained the leading player in the world as its revenue experienced an impressive growth of 25 percent over last year with the growth in cargo capacity (Available Tonne Kilometres) of 25 percent annually.

The Group generated strong EBITDA Margin of 34 percent at QAR 17.7 billion (US\$ 4.9 billion). EBITDA was higher than the previous year by QAR 11.8 billion (US\$ 3.2 billion) due to streamlined, agile and fit-for-purpose operations across all business areas.

These record earnings are the result of decisions made during the pandemic to expand the Qatar Airways' passenger and cargo networks, with a more accurate forecast of the global market recovery, building further customer and trade loyalty and product excellence combined with strong cost control.

Despite the challenges of COVID-19, the national carrier of the State of Qatar grew to more than 140 destinations in 2021/22, opening new routes including Abidjan, Côte d'Ivoire; Lusaka, Zambia; Harare, Zimbabwe; Almaty, Kazakhstan and Kano and Port Harcourt, Nigeria in addition to resuming flights to key markets across Europe, Africa, the Middle East and Asia.

The company has operated continuously the largest network among all Middle Eastern airlines, as measured by number of destinations as well as weekly flights.

"Qatar Airways Group has demonstrated a robust role in the aviation industry, and these financial results are a clear indication of the Group's strong performance. Against challenges during the previous period, I am delighted by the achievements that have been accomplished this year and by the way the Group has swiftly responded to these challenges," said Minister of State for Energy and Qatar Airways Group Chairman Saad Bin Sharida Al-Kaabi.

Qatar Airways Group Chief Executive Akbar Al Baker noted: "This year Qatar Airways Group celebrates a quarter of a century of history since its relaunch, whilst maintaining strong performance and growing profitability. Our commitment to providing the greatest choices to our passengers, maintaining the highest levels of safety in the industry and earning trust have made us proudly become the airline of choice for millions of travellers around the world. We have pursued every business opportunity and left no stone unturned as we aimed to meet our

targets."

"I am extremely proud of the decisions we have made to embrace efficiency and achieve strong cost control across several operational departments whilst engaging in environmental and sustainable initiatives. This has positioned us at the forefront in the field of sustainability, including environmental protection and social commitment. Our strategic investments in a varied fleet of modern, fuel-efficient aircraft have helped us overcome the significant challenges related to capacity constraints while balancing commercial needs as swiftly as possible," he added.

Increasing wealth of portfolio & alliances

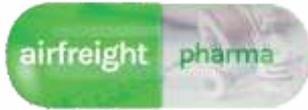
Throughout this year, the Qatar Airways Group maintained a highly-successful and wealthy portfolio of regional and global partnerships to champion the brand across the world including global sporting clubs – Al Sadd SC, Boca Juniors, Brooklyn Nets, FC Bayern München, and Paris Saint-Germain, the partnership with the South American Football Confederation (CONMEBOL) and FIFA.

Against the backdrop of the pandemic disruption, Qatar Airways Cargo transported more than 3 million tonnes of air freight and securing eight per cent share in the global market.

Cargo also transported more than 600 million doses of COVID-19 vaccines over the course of the pandemic to date and also concentrated its efforts in enhancing its renowned Pharma product and industry presence, while also ensuring commitment to its ground-breaking WeQare initiative, which consists of a series of positive and impactful actions in the form of chapters based on the core pillars of sustainability - environment, society, economy and culture.

As the world continues its recovery from the devastating impact of COVID-19, Qatar Airways says it remains committed to keeping passengers and cargo moving across the globe, maintaining and building on the exceptional standards of its first 25 years of operation, that has earned it the accolade of being the Best Airline in the World.

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Wizz Air introduces new routes to KSA from Europe and the UAE

BUDAPEST, Hungary: Wizz Air, Europe's fastest growing and most sustainable airline, is launching in September exciting new routes from Dammam, the Kingdom of Saudi Arabia, to Rome, Vienna and Abu Dhabi, the airline announced.

The Abu Dhabi route will be operated by Wizz Air Abu Dhabi, Wizz Air's joint venture airline with ADQ. The airline said the new destinations are the first step towards a growing presence in KSA which will provide for the first time truly affordable, hassle-free, point to point travel for tourists and residents in the Kingdom, Europe and the UAE, strengthening global connectivity.

The new routes by Wizz Air introduce a new era of travel to the Residents of KSA by unlocking affordable travel opportunities and giving them access to WIZZ's incredibly low fares. Tickets for all routes are already on sale on wizzair.com and the airline's mobile app, with fares starting from 24.99€.

In May, Wizz Air signed a Memorandum of Understanding (MoU) with the Ministry of Investment for the Kingdom of Saudi Arabia supported by the Saudi National Air Connectivity Programme (a Ministry of Tourism initiative) to support the development of the Saudi Tourism Sector.

The new destinations support the growing Saudi Arabian tourism sector, aligning with the Vision 2030 programme, a strategic and ambitious vision to triple passenger traffic in the Kingdom by 2030. The ultra-low-cost routes will boost the burgeoning tourism industry and significantly increase connectivity for residents in Europe and the region, with key strategic government partners collaborating to add to the Saudi aviation ecosystem.

"Saudi Arabia is a very exciting market and our expansion will bring ultra-low-cost travel to the Kingdom. Our regular flights to Dammam will provide year-round sun for tourists, and provide a mix of destinations for residents of the Kingdom. We want to thank our partners for their support during the expansion,

especially the Air Travel Connectivity Programme, the Ministry of Investment, GACA, the Dammam airport, and the government of Saudi Arabia," said Robert Carey, President of Wizz Air.

Khalil Lamrabet, CEO of The Air Connectivity Program, added: "We are delighted to have been able to work with both Wizz Air and Dammam Airport to grow traffic, in particular inbound tourism, from key European markets into the Kingdom of Saudi Arabia. We look forward to the success of these routes and working with both our partners to grow the Wizz Air network into the Kingdom of Saudi Arabia."

Fahd bin Sulaiman Al-Harbi, CEO of Dammam Airports Company, said: "We are very happy to welcome Wizz Air flights at King Fahd International Airport. Strengthening the global connectivity of the Kingdom is very important and Dammam Airport Company (DACO) continues to develop new destinations to serve the citizens and residents of the Eastern province. We are ready to welcome tourists and impress them with the beauty of Dammam."

Dammam, a modern metropolis nestled on the tranquil Arabian Gulf, offers visitors green parks, airy waterfronts, and sandy beaches alongside a bustling arts, sports, and entertainment scene. The capital of the Eastern Province, Dammam is a popular location with adventurous travellers, who can enjoy fishing, diving, and swimming.



BAKU, Azerbaijan: With passenger travel demand between Dubai and Baku increasing, Azerbaijan Airlines announced it is upgrading its fleet on the route to better serve passengers.

Azerbaijan Airlines (AZAL) says its daily flights to Dubai will now be serviced by the more advanced wide body Boeing 787-8 Dreamliner and Boeing 767-300/300ER aircraft; resulting in a significant upgrade in both seating numbers and inflight services compared to the narrow body aircraft which was previously operating the route.

The Boeing 787-8 Dreamliner has a capacity of

Azerbaijan Airlines upgrades fleet on Dubai-Baku flights

approximately 210 passengers in three cabin classes, and the Boeing 767-300/300ER has a capacity of 198 passengers.

Dubai is one of the most popular destinations in the Azerbaijan Airlines route network, with thousands of tourists from Azerbaijan visiting Dubai and the UAE annually.

The airline said the use of these wide-body aircraft in this market is due to the emerging importance of the Dubai and UAE market for Azerbaijan not only as a holiday destination, but also as a transit route for tourists from around the Gulf States using Dubai as a transit hub to then visit Azerbaijan, as well as Baku as a transit hub for traveling to Europe and the countries of the region.

UAE residents enjoy a one-month visa on arrival when visiting Azerbaijan, which has been a major factor in attracting an increasing number of visitors from the UAE.

"The demand for travel from the UAE to Azerbaijan after the COVID-19 pandemic continues to grow, which allows the airline to operate flights on wide-body aircraft, thus offering our passengers even better comfort and quality of service," said Nazim Samadov, the First Deputy Executive Director of Azerbaijan Airlines. "In the near future it is also planned to increase the frequency of services between the two cities to be performed twice a day."



Hamad International Airport launches the Digital Twin Initiative

DOHA, Qatar: Hamad International Airport (HIA) has officially launched the innovative 'Digital Twin' initiative as part of its smart airport program.

This Digital Twin provides a real-time view of the airport through an intuitive 3D interface. Its powerful analytical engine integrates information from multiple airport systems to provide intelligent recommendations to help optimize operations.

The development combined 3D modelling techniques, data-analytics, and Artificial Intelligence to deliver improved, faster and data-driven decision making. The Digital Twin manages aircraft stand conflicts, enables effective responses to alerts and monitors the health of critical airport assets. Additionally, it effectively utilizes the right data at the right time to allow optimization of resources to minimize asset downtime.

The airport industry is increasingly recognizing the potential of Digital Twin technology to support critical airport operations. HIA's Digital Twin initiative has been recognized as the 'Smart Solution of the Year', earning it an award at the Qatar IT Business Awards.

Senior Vice President Technology &

Innovation at Hamad International Airport, Suhail Kadri, stated: "Hamad International Airport, in conjunction with industry partner SITA, is actively shaping the future of the airport industry by being one of the few airports in the world to develop a functioning digital twin and experiment with challenging use cases, ushering in a new era of efficiency."

Hani El-Assaad, SITA President, Middle East and Africa, said: "Many congratulations to HIA for winning the 'Smart Solution of the Year' award. We're delighted that our digital twin technology was part of that win. Digital twin has huge potential for airports looking to streamline their operations, which are hugely complex, involving many stakeholders, assets and activities. By creating the digital twin of an airport, we can capture everything that is happening at the airport in a holistic view. This has enabled HIA to make more informed decisions and improve their operations."

HIA was named as the World's Best Airport of 2022, according to SKYTRAX, and the Official Airport Partner of the upcoming FIFA World Cup Qatar 2022™ is continuously investing on cutting-edge technology as it attracts growing numbers of travelers looking for a smooth and seamless journey.



Airbus and MAI expand partnership to develop Advanced Air Mobility solutions globally

MUNICH, Germany: Airbus and Munich Airport International (MAI) have signed a Memorandum of Understanding at ILA Berlin Air Show to start marketing turnkey solutions to cities and regions interested in developing advanced air mobility (AAM) ecosystems globally.

Airbus is developing CityAirbus NextGen, its electric vertical take-off and landing (eVTOL) aircraft, along with key support and services offerings around it, while Munich Airport is offering ground infrastructure services & solutions.

"Munich Airport International is already collaborating with Airbus on the Air Mobility Initiative recently launched in Munich - now we are

expanding that partnership globally to support select cities and regions around the world," said Ivonne Kuger, Executive VP Corporate Development MAI. "As Europe's first 5-star airport Munich Airport has always been at the forefront of innovation and it is crucial for airports to be actively involved in developing and paving the way for this new form of transport."

"The development of the market, industry, and the ultimate service of AAM requires a holistic view and this has been our approach from the beginning. In addition to our decades of vehicle and technology development, certification, and support, we are actively building working ecosystems with our partners," said Balkiz Sarihan, Head of UAM Partnerships and Strategy Execution at Airbus. "We are sure that our partnership with Munich Airport will be a key catalyst for accelerating the development of the AAM ecosystems worldwide."

Airbus has been one of the pioneers in exploring how electric propulsion can help drive the development of new kinds of aerial vehicles. In September 2021, the Company unveiled its fully electric eVTOL prototype, CityAirbus NextGen.

Airbus is developing an AAM solution with eVTOLs not only to offer a new mobility service but also as an important step in its quest to reduce emissions in aviation across its product range. The company recently announced the launch of the Air Mobility Initiative, a consortium of partners dedicated to the advancement of AAM in Bavaria and Germany.



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Nane is new Chair of IATA Board of Governors

Doha, Qatar: The International Air Transport Association (IATA) announced Pegasus Airlines Vice-Chairperson of the Board (Managing Director) Mehmet Tevfik Nane has assumed his duties as Chair of the IATA Board of Governors (BoG) for a one-year term, effective from the conclusion of the 78th IATA Annual General Meeting (AGM) in Doha, Qatar on 21 June.

Nane is the 80th chair of the IATA BoG. He has served on the BoG since 2019. He succeeds JetBlue Airways CEO Robin Hayes who will continue to serve on the BoG.

"I'm honored to take on this position at a time when the industry is emerging from our worst downturn. In addition to maintaining momentum toward re-opening the globe to travel and commerce, we have a very full agenda over the next 12 months. This includes achieving agreement at the ICAO Assembly on a Long-Term Aspirational Goal for governments on aviation's decarbonization, refining the pathway to Net Zero Carbon Emissions by 2050, and broadening participation in the 25by2025 gender diversity initiative," said Nane.

Nane was appointed CEO of Pegasus Airlines in 2016, a position he held until earlier this year, when he assumed his current position with the airline. Prior to joining Pegasus, he served as CEO of CarrefourSA between 2013-2016, as CEO of Teknosa between 2005-2013, and as Vice-Chairman of the Board of Teknosa between 2000-2005.

Nane began his business career in 1988 and has extensive experience in business, including consumer retailing and banking.

"The entire membership owes a huge debt of gratitude to Robin. He assumed the Chair position in November 2020 at a point when international air travel was still largely shut down, and he agreed to extend his term through the current recovery. Under his leadership, the industry approved the historic goal of achieving net-zero carbon emissions by 2050, worked closely with governments and international organizations to introduce bio safety measures to further reduce the low risk of transmission during air travel, and continued to make strong progress on our 25by2025 gender diversity initiative," said Willie



Mehmet Tevfik Nane

Walsh, IATA's Director General.

"I look forward to working with Mehmet as we continue to rebuild global connectivity while addressing aviation's vital priorities around sustainability, diversity, regulation and managing infrastructure costs."

RwandAir CEO Yvonne Manzi Makolo will serve as Chair of the BoG from June 2023, following Nane's term. She will be the first woman to take on these duties. The 79th IATA AGM and World Air Transport Summit will be held in Istanbul, Türkiye on 4-6 June 2023, hosted by Pegasus Airlines.



Emma Oliver

American Airlines Cargo appoints new EMEA Sales Director

FORT WORTH, Texas: American Airlines Cargo has appointed Emma Oliver to the role of Director, Cargo Sales Europe, Africa & Middle East (EMEA) and Asia Pacific (APAC).

Oliver returns to cargo as regional sales key leader following two years supporting the passenger business, most recently leading the Strategy & Projects team providing analytical support across the EMEA region and working on joint business and partnership opportunities.

As a seasoned cargo professional, Oliver is well-known in the industry from when she previously served as Global and Key Account Manager for EMEA. Her new role as Sales Director will also encompass Asia Pacific.

"Emma has a proven track record of hard work, dedication and success. We are thrilled to have her back on the team to lead Cargo Sales for the EMEA and APAC regions with her collaborative spirit and positive energy," said Lisa Oxentine, Managing Director Global Sales for American Airlines Cargo.

Oliver will be based in London Heathrow. She has a degree in Business Administration and General Management from the University of Bath in the UK.

Air Cargo India, Mumbai 2022





Upcoming Events



World Cargo Symposium

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 | London, England

SAHA Expo 2022

The SAHA EXPO Defense and Aerospace Exhibition will be held at Istanbul Exhibition Centre in Yeşilköy, Istanbul under the management of SAHA Istanbul Defense and Aerospace Cluster Association, by SAHA EXPO Exhibition Services Inc.

SAHA EXPO 2022 Exhibition is the world's first hybrid 3D defense industry exhibition. It will take place in 6 exhibition halls of Istanbul Expo Centre on an area of 60,000 m², enabling participants to attend the live events to connect with current and potential business partners, key contacts and suppliers. After the event, the venue will be turned into a virtual exhibition for three months. More than 600 exhibitors from 25 countries will showcase the latest technologies in defense and aerospace at the event.

25-28 October 2022 | Istanbul, Türkiye

Air Cargo Forum Miami

The air cargo forum is the most traditional meeting of the air cargo community in the world. After stops all over the world, it now finds a permanent home in Miami.

In parallel transport logistic, the leading international exhibition for Logistics, Mobility, IT and Supply Chain Management now finds an additional home in the booming Florida metropolis in the south of the USA. transport logistic Americas and air cargo forum Miami thus compliments the worldwide coverage of the successful trade show concepts organized by Messe München.

The combination of both brands offers a central platform for connections, most notably to USA, North and South America but also to other continents.

08-10 November 2022

Miami, Florida, USA

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

Asia World-Expo

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27-29 September 2022

Asia World-Expo

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05--08 December 2022

Dubai World Trade Center

MEBAA Show 2022

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

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

06--08 December 2022

Dubai Airshow Site



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