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CEO, Kale Logistics*



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The great fusion of technology & air transport

The air transport industry and its supply chain continue to evolve with time, embracing technological advancements in many fronts.

In this edition, we will dig deeper on how an Indian “techpreneur” helped change the technological landscape in India’s air transport industry and logistics that had since spread globally.

Kale Logistics is working on creating the world’s largest digital logistics cloud for the international supply chain by creating a global network of airports and ports connected digitally through its Digital Corridors.

Amar More, CEO and Co-Founder of Kale Logistics, the only first and only Indian to receive the “CILT International Young Achiever Award – 2009” for his invaluable contributions to deliver tech solutions to the logistics industry, speaks at length about the digital future in this edition.

“The buzzwords in today’s board meetings are disruptive technologies – AI, ML, IoT, Blockchain, Cloud, Mobility, and AR are taking the center stage. The usage of these technologies has surpassed discussion and conceptualization to actual applications in business scenarios. For example, we have AI-based truck management systems at airports, Blockchain-based digital corridors, Machine Learning-enabled document to EDI conversion and many more,” More told ACU.

We’ll also share with you the latest on Boom Supersonic aircraft that will revolutionize how people travel around the world. Cutting by half the travel time between destinations and continents, Boom’s Overture aircraft is designed to carry 65 to 80 passengers at Mach 1.7 over water—or twice the speed of today’s fastest commercial aircraft with a range of 4,250 nautical miles.

American Airlines has agreed to buy 20 Overture with option to purchase 40 more. Now, that’s really a game-changer once the planes are flying at high speed.

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

Gemma Q. Casas
Editor-in-Chief

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Yes, we Cargo

"Air cargo needs constant attention – pieces that fit together, routings that seamlessly connect, and, above all, a global team that ensures the swift and secure movement of every single shipment. A team that is always striving to reach the next level. My job is never just a job. I am proud to be a part of the world's leading cargo airline." Justin Gan Jing Wei, Transformation Manager.

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Leading the tech quantum
leap on airfreight
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The Lounge

Cooking and outdoor activities for this DFW executive



John Ackerman

VP Global Strategy & Development, DFW



As the Executive Vice President of Global Strategy and Development at Dallas/Fort Worth International Airport, John Ackerman leads the airport's efforts to improve its global profile. In this role, he oversees the airport's Airline Relations, Cargo, Research and Analytics, and Government Relations functions.

Ackerman who joined DFW in January 2015 leads the company's efforts to raise its global profile through international air service and business development. He plays a key role in developing the Airport's strategic plan, which focuses on being the premier gateway between Asia and Latin America for both passengers and cargo.

Before joining DFW airport, Ackerman worked as the Chief Commercial Officer at Denver International Airport, was a pilot and executive at United Airlines, and was a Senior Director of Product Management at Standard & Poor's.

"I have been an aviation professional for virtually my entire career, with a roughly equal split between military aviation, airlines, and airports. While I started as a pilot, I found that combining my love of flying with

the business of airports and airlines is where my true passion lies. I enjoy building things- teams, businesses, and strategies," he tells Air Cargo Update.

His favorite pastimes include any outdoor activities.

"I like almost any outdoor activity- distance running and stand up paddleboarding as often as possible, hiking and climbing in the mountains of Colorado whenever I can get away. I am also passionate about animals, and I am fortunate to serve on the board of two non-profit organizations dedicated to helping animals," he shared.

Ackerman adores cooking because it grants him both freedom and creativity. Not to mention, with cooking comes eating—and who doesn't love that?

Ackerman's favorite quote is from American celebrity chef, author and travel documentarian Anthony Michael Bourdain.

"If I'm an advocate for anything, it's to move. As far as you can, as much as you can. Across the ocean, or simply across the river. Walk in someone else's shoes or at least eat their food. It's a plus for everybody."

Bourdain's inquisitiveness regarding various places and people he visited continue to inspire Ackerman to explore new opportunities.

"I thoroughly enjoy learning and trying new things - when I travel, I return with an abundance of new friends, experiences, flavors and memories."

If Ackerman wasn't an aviation professional, he would have taken up the role as a banker.

"I would likely have pursued a career in banking if I had not discovered my passion for aviation. The beauty of the aviation industry is the vast array of potential positions - from airlines and airports to manufacturers and finance, there is a role to fit any interests and skillset."

Ackerman eagerly anticipates being able to travel freely again, reconnecting with business colleagues globally and exploring new places, and having novel experiences.



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Silk Way West Airlines unveils innovative features on new website

BAKU, Azerbaijan: Silk Way West Airlines, a member of the Silk Way Group and one of the fastest-growing cargo carriers in the Caspian and CIS regions, recently launched its redesigned website, www.silkwaywest.com.

ENXT Solutions GmbH, the German cargo software solution provider with over 30 years of experience, did the project for Silk Way West Airlines.

The cargo airline says its new website includes several new features, including a responsive, user-friendly layout, simplified navigation and newly integrated online booking services along with enhanced freight tracking and a CO2 calculator to improve customer experience.

In addition to improving existing functionality, two new online services have also been added to better serve Silk Way's customers. An online booking feature enables forwarders and sales agents to send cargo inquiries directly to the airline through the website and receive a booking confirmation with flight data by email.

The enhanced tracking service with an integrated CO2 emission calculator offers real-time status tracking through the website, which calculates carbon emissions generated from shipments based on cargo weight, origin and destination. The new features demonstrate the company's drive to improve the customer experience by digitalizing services and achieving a carbon neutral footprint.

"I am proud to share the passion of our team that redesigned our



website, making it even more attractive and optimizing its functionality. Adjusting the website in line with our new corporate identity and adding useful features and important functions makes it a great experience for customers to step into the Silk Way world. The next stage in digitalizing our processes is the launch of online booking through our website, which will further enhance our capacity to reach prospective clients," the President of Silk Way West Airlines Wolfgang Meier said:

Cristina Pheysey, Managing Director ENXT Solutions GmbH, added, "We are delighted that our latest project brings us together in providing state-of-the-art tracking capability to Silk Way West Airlines' newly redesigned website, together with an online query and interactive quotation feature through our Quotel platform to further enhance digitally driven growth. It is sensational to witness this development and we are looking forward to continued synergies and cooperation between our two companies.

IATA World Cargo Symposium to focus on building industry resilience

GENEVA: The International Air Transport Association (IATA) says this year's IATA World Cargo Symposium (WCS) will focus on building resilience to further strengthen air cargo's post-pandemic prospects.

COVID-19 tested the resilience of the air cargo business but despite challenging conditions, the industry delivered critical medical supplies & vaccines across the globe and kept international supply chains open.

For many airlines, as passenger numbers plummeted, air cargo was a crucial source of revenue. In 2021, air cargo revenues reached a record \$204 billion, which was more than double as compared to 2019 and accounted for some 40% of total airline revenues in 2021.

"Air cargo proved its resilience during the pandemic, and it is emerging stronger. The challenge now is to retain the momentum achieved in digitalization and other customer-centric efficiency gains. There is good reason to be optimistic. Air cargo is maintaining its strength even as economic and geo-political uncertainty grows. And this year's WCS will focus on how the industry can capitalize on this resilience to build an even more promising and sustainable future for global air cargo," said Brendan Sullivan, IATA's Global Head of Cargo.

Sullivan, and David Shepherd, Managing Director, IAG Cargo will be

speaking at the event, which is taking place in London, UK, from 27 to 29 September. Other speakers include: Marie Owens Thomsen, IATA Chief Economist; Dorothea Von Boxberg, CEO of Lufthansa Cargo, and; Turhan Ozen, Chief Cargo Officer at Turkish Cargo.

Session tracks will cover several key aspects of resilience: Digitalization; Sustainability; Air cargo safety Attracting and retaining talent; E-commerce; Air cargo market dynamics; Digital distribution and booking Digital Cargo and ONE Record.

The WCS program will be complemented by a series of workshops, including: A first-time workshop focused on improving the efficiency of billing settlements between airlines and freight forwarders (using the new CASSLINK (the Cargo Accounts Settlement System)); A workshop focused on improving performance on key market segments using IATA CEIV programs (CEIV Pharma, CEIV Live Animals, CEIV Lithium Batteries and CEIV Fresh), and; The Future Air Cargo Executives Summit (FACES) a forum for future air cargo executives to network and share insights on career development.

Challenge Airlines BE: Flying high since 2019

Malta: When it comes to accepting challenges, being at the heart of the Golden Triangle, equidistant from main European gateways such as Amsterdam, Frankfurt, or Paris, with the UK also close by, is an excellent starting point.

Add to this, the fact that Liège Airport is Belgium's largest cargo airport, the fifth biggest in Europe, and is not restricted by any night flight ban, it is clear that Challenge Airlines BE has a solid basis for success. The ultimate USP, however, comes in the shape of Challenge Handling and Challenge Logistics: With direct access to Challenge Group's handling and road feeder network subsidiaries operating out of the same location, Challenge Airlines BE is in the unique position of being able to offer a complete solution package to its many international customers, door-to-door, if required.

"Challenge Accepted! are not just words decorating our fleet, they are the Challenge Group motto, and the characteristic attitude of every last employee at Challenge Airlines BE," says Chief Operating Officer of Challenge Airlines BE, Martin Scheffmann.

"Given that we received our AOC less than a year before the start of the pandemic, Challenge Airlines BE has had no end of opportunities to prove that we can move whatever needs moving – Non-standard is our standard, as we like to say. And we not only differentiate ourselves from other carriers in our focus on complex cargo, but also in the attention to customer requirements. Since our fleet is our own, we are not driven by maximising flight hours, and can therefore offer our customers additional ground time to load and unload their complex, odd, or oversized shipments."



Challenge Airlines BE currently has a pool of around 100 pilots, available to fly its fleet of two Boeing 747 freighters—one 747-400BCF (OO-ACE), and a B747-400ERF (OO-ACF). The fleet is due to double in size in 2023, when two more Boeing 747s are reallocated from Challenge Airlines IL. A letter of intent is also in place for a fifth Boeing 747, in the future.

The airline received its Air Operator's Certificate (AOC) from the Belgian CAA in April 2019, and began operating in May 2019. In July 2019, it obtained the USA OPS SPEC from the Federal Aviation Administration (FAA), allowing it to also serve the United States and, in September 2020, the China OPS SPEC was authorized, broadening its network reach to China, too.

Today, Challenge Airlines BE operates around 36 flights per week. While some of these are charters (mostly to destinations in China), it also offers free sales on its Sharjah, Tel Aviv, Wuhan, and US connections.

Those capacities are managed by the Group's commercial entity, Challenge Air Cargo. Challenge Airlines BE registered a record year in 2021 and is forecast to outperform again in 2022.



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IATA: Turkish Cargo is first among European air cargo companies & 4th globally

ISTANBUL: Turkish Cargo ranked first among European air cargo companies and 4th among global airlines, according to the latest data of the International Air Transport Association's World Air Transport Statistics.

WATS reported Turkish Cargo's FTK (Freight Ton Kms) in 2021 rose to 9.2M tons, up by 32%, outperforming other leading air cargo brands in Europe.

"As the fastest-growing air cargo brand in the world, we continue to add value to the air cargo industry with our contributions to the supply chain and maintain our critical role when it comes to increasing the global trade's competition power. We are on the march towards our target to become one of the top 3 air cargo brands in the world in 2025 by carrying this success performed by Turkish Cargo in Europe to all corners of the world," said Turkish Airlines Chairman of the Board and the Executive Committee, Prof. Dr. Ahmet Bolat.

DXB completes rehab work on runway as scheduled

DUBAI: Dubai Airports announced the rehabilitation work on Dubai International's (DXB) northern runway project has been completed as scheduled in time for the busy summer travel holidays.

The 45-day extensive rehabilitation work at the runway involved a workforce of over 400 engineers and field experts, as well as 3,800 personnel. They worked round-the-clock to reconstruct the 4,500-metre central strip of the runway, as well as associated taxiways and graded safety strips, reported the Emirates news agency, WAM.

In addition, over 4,230 fully addressable LED airfield lights have been upgraded and reinstalled, along with the latest technology in the Navigational Aid and the Meteorological Equipment (MET) systems, further improving safety and increasing the operational capacity of the northern runway.

On July 22, an Emirates A380 bound for Amman, Jordan was the first aircraft to depart from the new runway after the rehabilitation work. Shortly after, an Emirates A380 arriving from Sydney, Australia touched down, marking the official reopening of DXB's Northern Runway and return to operations ahead of the busy summer travel period.



Following a strong start to 2022, with more than 13.6 million travellers passing through DXB in the first quarter, the highly complex engineering project was completed according to schedule in preparation for the peak travel season, with a busy summer period expected, and the football World Cup in Qatar bringing an extra influx of passengers towards the end of the year, as well as longer term growth in the next decade.

"The northern runway rehabilitation project was a key strategic move by Dubai Airports and its partners in the aviation community to invest in the infrastructure at DXB and shows our ongoing commitment to passenger care and operational excellence, while enhancing the safety, operational efficiency, and capacity of our airport well into the future," said Paul Griffiths, CEO of Dubai Airports.

"We are delighted to report that some elements of the project were delivered ahead of schedule, allowing us to fully prepare to a return to dual runway operations at the world's busiest airport on time. Thanks to the outstanding efforts of our teams and service partners supporting us, our state-of-the-art infrastructure will continue to provide the same world-class customer experience for tens of millions of passengers for many years to come," he added.

Dubai World Central (DWC) was reopened and handled more than 1,000 flights per week from multiple international carriers including flydubai, SpiceJet, Indigo, Gulf Air, Air India Express and Qatar Airways during the 45-day rehab work at DXB's runway.

A Record-Breaking Growth in Market Share, Flight Network & Carried Tonnage

With the fleet, infrastructure, process and quality improvement investments performed by Turkish Cargo since 2017, the global carrier rose to 4th from 22nd in the global rankings and increased its market share to the level of 5.2% from the 2.6% during the last five years.

The successful brand, which had 13 cargo planes in its fleet in 2017, increased this number by 53.8% to 20 in 2022. In parallel with the expansion of the fleet, the number freighter destinations nearly doubled, reaching 100 in 2022.

Turkish Airlines, meanwhile, was branded as the airline that operates flights to the greatest number of international destinations for cargo just as it does for the passenger operations.

The development opened up more access to Turkish exporters to ship their products worldwide. In terms of medical cargo shipments, Turkish Cargo saw an 8 percent increase in 2021.

Furthermore, SMARTIST, the facility in which Turkish Cargo has started to carry out its operations as of the end of 2021, is now in service as the largest cutting-edge air cargo facility in Europe, in terms of its facility capacity and its technological infrastructure.

Lufthansa Cargo's new freighters doubles its capacity to Vietnam & grows other networks to Asia & North America

FRANKFURT, Germany: Lufthansa Cargo says it is expanding its long-haul route network in the 2022-2023 winter flight schedule with additional flights to high-demand destinations, including a new destination.

From the end of August, Lufthansa Cargo is marketing additional capacity with the entry into service of another Boeing 777F freighter. A further Airbus A321F will supplement the medium-haul offering from October. Related adjustments and extensions to the short- and medium-haul flight schedule are currently still being planned.

Lufthansa Cargo's current 2022-2023 winter flight schedule consists of a total of 78 weekly Boeing 777F freighter rotations. On Asian routes alone, customers can choose from 38 weekly connections to attractive destinations.

New to the schedule is the destination of Hanoi (HAN). Hanoi will be served twice a week from Frankfurt via Mumbai (BOM) from the beginning of November. Lufthansa Cargo already flies twice weekly from Frankfurt via Bangkok (BKK) to Ho Chi Minh City (SGN), thus, doubling its presence in Vietnam. In addition, service from Frankfurt via Kansai (KIX) to Seoul (ICN) will increase from three to four weekly flights. The frequency to Hong

Kong (HKG), China, will also be increased from four to five weekly flights.

Additional frequencies will also be offered on the future 34 weekly freighter rotations between Europe and North America: The service from Frankfurt to Mexico City (MEX) will be increased from five to six and to Chicago (ORD) from seven to eight flights per week.

Lufthansa Cargo says it is maintaining its proven four weekly routes to South America and two weekly connections within Europe with the B777F to Tel Aviv (TLV) and Cairo (CAI) in the winter flight schedule.

"We are observing strong demand for our product to North America as well as to economically strong Asia. Vietnam in particular is a clear growth market and I am very pleased that we are establishing a new station there and can thus offer our customers an attractive range of quality cargo transport services to this region," said Ashwin Bhat, Lufthansa Cargo's Chief Commercial Officer.

The current winter flight schedule comes into effect on October 30, 2022. In addition to the freighter offering consisting of eleven Boeing 777Fs from Lufthansa Cargo and five aircraft of the same type at AeroLogic, Lufthansa Cargo also markets the belly capacities of more than 6,000 flights a week operated by Lufthansa, Austrian Airlines, Brussels Airlines, Eurowings Discover and SunExpress.



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WestJet Cargo chooses Lemon Queen as its communication and press relations agency

OTTAWA, CANADA: Following the announcement of WestJet’s new dedicated cargo service, the Canadian company’s business unit, WestJet Cargo, has chosen Lemon Queen to support its growth.

The agency specialized on air freight communications is now assisting WestJet Cargo’s global communication: strategy, public and press relations, social media, creation, advertising, events and consultancy.

WestJet Cargo says it will be using 737-800 Boeing Converted Freighters (BCF) as dedicated aircraft to fulfill the larger-scale needs of Canadian businesses, freight forwarders, shippers and individual customers. This service will work in tandem with its current cargo service offering, which operates in the bellies of the WestJet Group’s passenger fleet.

WestJet Cargo’s ability to ship on dedicated freighters or in the cargo hold on passenger routes provides cargo



customers with increased reliability, flexibility and capacity to transport their diverse shipments to their chosen destination.

Lemon Queen says it is proud to accompany WestJet Cargo in this new adventure to help reach its full potential. WestJet Cargo joins businesses that the agency already works with, including ECS Group, Qatar Airways Cargo, CargoTech, Challenge Group and Wiremind Cargo.



WFS adds cargo capacity at Heathrow as volumes soar

controlled cargoes requiring a 2-8°C environment.

Once the new facility opens, WFS says it will increase its total cargo handling space at the airport to nearly 350,000 sq. ft. This latest expansion is designed to support existing airline customers – including new contracts gained in the past 12 months with Sri Lankan Airlines, Gulf Air and All Nippon Airways. The additional building will also provide growth capacity.

PARIS/HEATHROW: Worldwide Flight Services (WFS) says it has increased its facility footprint at London’s Heathrow Airport after a 30% growth in volumes in the past year.

WFS has signed a 5 yr. lease on Building 578 in the airport’s cargo area, boosting its warehouse and office space by a further 27,000 sq. ft. The additional building, due to commence operations in October, features eight landside doors for cargo deliveries and collections, and a 20-foot truck dock. As well as caster deck storage for loaded pallets & containers, WFS also plans to install a 7,000 sq. ft. area for ambient shipments and dedicated storage for temperature-

“After strong growth in our tonnage throughput in 2021, and with cargo volumes expected to increase by a further 25% this year, it’s important that we are proactive in ensuring we have the capacity and infrastructure our current airline customers need to support their products and services. A key focus for Building 578 is to expand our perishables handling capabilities. This investment also gives us more space to welcome new carriers, which we expect to do by the end of the year,” said Paul Carmody, WFS’ Managing Director – UK Cargo.

WFS currently provides cargo handling services for 16 international airlines at Heathrow, handling over 425,000 tonnes of freight, airmail and express shipments through seven warehouse facilities.

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Cargo iQ launches pilot to close the road freight visibility gap

"Cargo iQ is setting the milestone requirements for status updates, indicating which messages the trucking companies have to send, and CargoHub will standardize the content of the messages by 'translating' it for the airlines," said Lothar Moehle, Executive Director, Cargo iQ.

Geneva, Switzerland: Cross-stakeholder organization Cargo iQ has initiated a pilot study to enhance shipment visibility and increase speed in the road freight segment of an air cargo shipment's journey, with Emirates Airlines, Jan de Rijk, and software company CargoHub co-operating for the trial.



Laurent Lebouille



Raoul Paul



Lothar Moehle

The pilot will test new Cargo iQ Road Feeder Services (RFS) specifications for practicality, ensuring that the message standards to be exchanged between CargoHub, the trucking company and the airline work in practice.

The main objective of the pilot is to close the communication gap between the truck driver, the trucking company's head office, and the airline.

"Cargo iQ is setting the milestone requirements for status updates, indicating which messages the trucking companies have to send, and CargoHub will standardize the content of the messages by 'translating' it for the airlines," said Lothar Moehle, Executive Director, Cargo iQ.

"Ultimately, the RFS specification will be integrated into the Cargo iQ Master Operating Plan and the potential IT service solutions will be standardized to fit the Cargo iQ requirements, allowing members to choose one of the potential providers."

Pilot participant CargoHub is providing the Collaborative Decision Making (CDM) platform, which provides transparent and predictable information on truck movements to handling agents and/or airlines and provides capacity and cargo availability information to trucking companies.

Truck movement information includes all air shipment data relating to trucking planning information and start and end loading and unloading dates and times.

"The goal is to minimize loading and unloading times, thus increasing the speed of air cargo transportation by road," said Raoul Paul, Chief Executive Officer, CargoHub. "At the same time, airlines will benefit from end-to-end supply chain visibility of air cargo shipments subjected to road transport.

With the creation of the data model to ease communication between the trucking CDM platform and the airlines, all stakeholders involved in

the transport of an air freight shipment can plan and monitor the transportation status of their shipments combined with all related truck movement information, whether messaging or API technology is being used.

Emirates Airlines is also part of the collaborative effort to standardize operational status updates for air cargo carried on trucks.

"We recognized that not all trucking companies have equal system capabilities and to make the standards openly available and attractive to use for all truckers, we had to provide an easy way for all to participate," said Laurent Lebouille, Chair of the Cargo iQ RFS sub working group and Manager Process, Planning and Project Delivery at SkyCargo, Emirates Airlines. "That meant we had to find software-as-a-service companies that could deliver the kind of status updates in the formats that we were looking for from an industry perspective."

CargoHub, Emirates Airlines, and Jan de Rijk are currently performing various air cargo shipment scenarios with live shipments carried on trucks, with a second pilot to include additional participants already in the planning.



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TIACA and Messe München announce Edmonton International Airport as the inaugural host of the start.hub logistics

MIAMI, Florida: Following the success of the Innovation Journey held during the Executive Summit in March 2022, The International Air Cargo Association (TIACA) and Messe München announced Canada's Edmonton International Airport will become the inaugural host of the start.hub logistics.

"The Innovation Journey showed how vital it is for the industry to connect and explore innovations that can be applied into our businesses. We knew then that this could not be a one off and innovation needed to be incorporated into our events going forward. The launch of the start.hub logistics in Miami is yet another step toward our vision for air cargo and we are excited that Edmonton International Airport, which has such a focus on supporting innovative start-up businesses will be the first host," said Steven Polmans, TIACA Chair.

The start.hub logistics has been developed to encourage new and innovative Start-Up's to exhibit and network with the air cargo and logistics industries at the air cargo forum & transport logistic Americas this November.

Individual businesses that want to boost their exposure can take advantage of this low-cost entry into the world's largest air cargo trade show of 2022. The start.hub offers an all-inclusive exhibitor package and is open to companies that:

- Present a logistics-related product or solution.
- Employ 75 people or less.
- Company younger than 8 years (founded on/or after 01/01/2014).
- No restriction on sales and earnings.

Edmonton International Airport, through its Innovation Expansion Strategy, has become a leading supporter of innovative businesses looking at alternative energy, carbon reduction, technical advancements, unmanned operations and a host of other unique programs and is a natural fit to host the start.hub.

"We're excited to partner with TIACA and Messe München in launching the inaugural start.hub in Miami, creating a new space for entrepreneurs committed to sustainable innovation to connect with logistics leaders from around the world.

Exploring new and innovative ideas is inherent to who we are. Whether it's launching the first scheduled commercial drone logistics route at an airport, hosting the world's largest solar farm at an airport or partnering with some of the world's best clean fuel technology companies for transport, YEG is home to more than 250 businesses and countless partnerships. Not only do we support the movement of people and goods, but we also appreciate the critical role that cargo plays in our economy and social landscape, and we are proud to support others as they do the same," said Mammen Tharakan, Director, E-Commerce, Cargo & Aviation Real Estate, Edmonton International Airport

Robert Schönberger, Head of transport logistic exhibitions at Messe München, noted, "We feel that it is important to be inclusive and offer a wide array of solutions for the logistics industry and start.hub logistics will allow us again to put the spotlight on new innovations and companies that are typically not seen this openly at industry events. After a first run in Munich in 2019 we are now excited to add this new addition to the air cargo forum in November and look forward to it being just as successful as the Innovation Journey in San Francisco."



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James Gagne, President & CEO of SEKO Logistics.

ITASCA, Illinois: SEKO Logistics, the leader in global end-to-end logistics solutions, announced it has fully acquired Pixior, LLC, a leading 3PL and fulfilment services provider based in Commerce, CA. Financial terms of the transaction were not disclosed.

With seven locations along the West Coast, and one in Connecticut, Pixior has become the region's premier provider of ecommerce fulfilment and retail services, with an emphasis on serving high-end fashion brands.

The acquisition of Pixior brings key ecommerce capabilities in-house to SEKO in the critical West Coast market. These capabilities include high-touch value added fulfilment services that provide a customized brand experience to client customers, for which Pixior

Seko Logistics acquires leading 3PL Pixior

offers a truly unique service. This acquisition also nearly doubles SEKO's fulfilment and warehouse space in the US and triples SEKO's existing West Coast space capacity. In addition, SEKO adds Pixior's drayage business to increase further the speed and efficiency of its port discharge services.

"With the acquisition of Pixior, we crystallize our industry leadership in end-to-end logistics solutions and take a significant leap forward in our fulfilment capabilities in the US," said James Gagne, CEO of SEKO Logistics. "We are operating on a strong growth trajectory and looking for opportunities that allow the company to continue to move at the speed of commerce from anywhere in the world. Yassine and the Pixior team have demonstrated their clear ability to execute outstanding service, quickly develop new space and onboard clients in highly constricted markets. We believe in what they've accomplished and are ready to help the company and its clients grow even more."

Yassine Amallal, CEO of Pixior, said: "Pixior has grown substantially since the company was founded more than 20 years ago. To continue our growth, we needed a partner with the right capabilities and expertise to accelerate and expand what we've been able to achieve. SEKO is the right partner. We admire the company's global reputation of being a no-nonsense, hands-on and reliable provider of first-class logistics solutions, just like us. Plus, with their global operations, there is no limit to our customers' growth potential."

Amallal will remain as CEO of the business unit, which will ultimately be renamed SEKO Ecommerce Fulfilment.

Abu Dhabi Maritime Academy rolls out region's first Integrated Maritime Logistics Certificate

Abu Dhabi, UAE: Abu Dhabi Maritime Academy (ADMA), the maritime education and training arm of AD Ports Group, has rolled out a Maritime Logistics Certificate, the region's first integrated certificate allowing trainees to work on a broad spectrum of maritime economics and shipping industry modules.

This certificate comprises four core/mandatory units, including the Introduction to Shipping, Economics of Sea Transport & International Trade, Shipping Business, and Legal Principles in Shipping Business. These core units prepare the groundwork for the learner to take up the fifth specialisation from the following 12 specialist units: Port Agency, Liner Trade, Dry Cargo Chartering, Tanker Chartering, Port & Terminal Management, Ship Sale & Purchase, Logistics & Multi-modal Transport, Ship Operations & Management, Marine Insurance, Shipping Law, Shipping Finance, and Offshore Support Industry.

"We are proud to launch this Certificate, the first of its kind in the region, which aims to equip learners with the knowledge, skills and competencies in maritime economics and the shipping industry across planning and implementation of solutions, responding to complex problems and performing independently across a wide range of functions without guidance," said Dr. Yasser Al Wahedi, Director of Abu Dhabi Maritime Academy.

"This certificate, recognized by the UAE Ministry of Education (MoE) and the UK Institute of Chartered Shipbrokers (ICS), is designed to meet the needs of both individuals who are new to the maritime logistics industries with a need to acquire new skills and knowledge for better employment opportunities, as well as those who are currently working in these industries and wish to elevate their skills and knowledge to a higher level," he added.



A group of Abu Dhabi Maritime Academy's trainees. Image Credit: Abu Dhabi Ports

The Certificate program spans 600 hours, comprising 450 hours of classroom/ online teaching, 150 hours of assignments, case studies and presentations spread over 30 weeks. Bachelor's degree holders in any discipline, or with a minimum of twelve years of structured education or Advanced Level (A-Level) or equivalent standard of education are eligible to apply for the programme. On successful completion of the four mandatory units and one specialist from the 12-list unit, a Certificate in Maritime Logistics will be issued by ADMA and recognised by MoE.

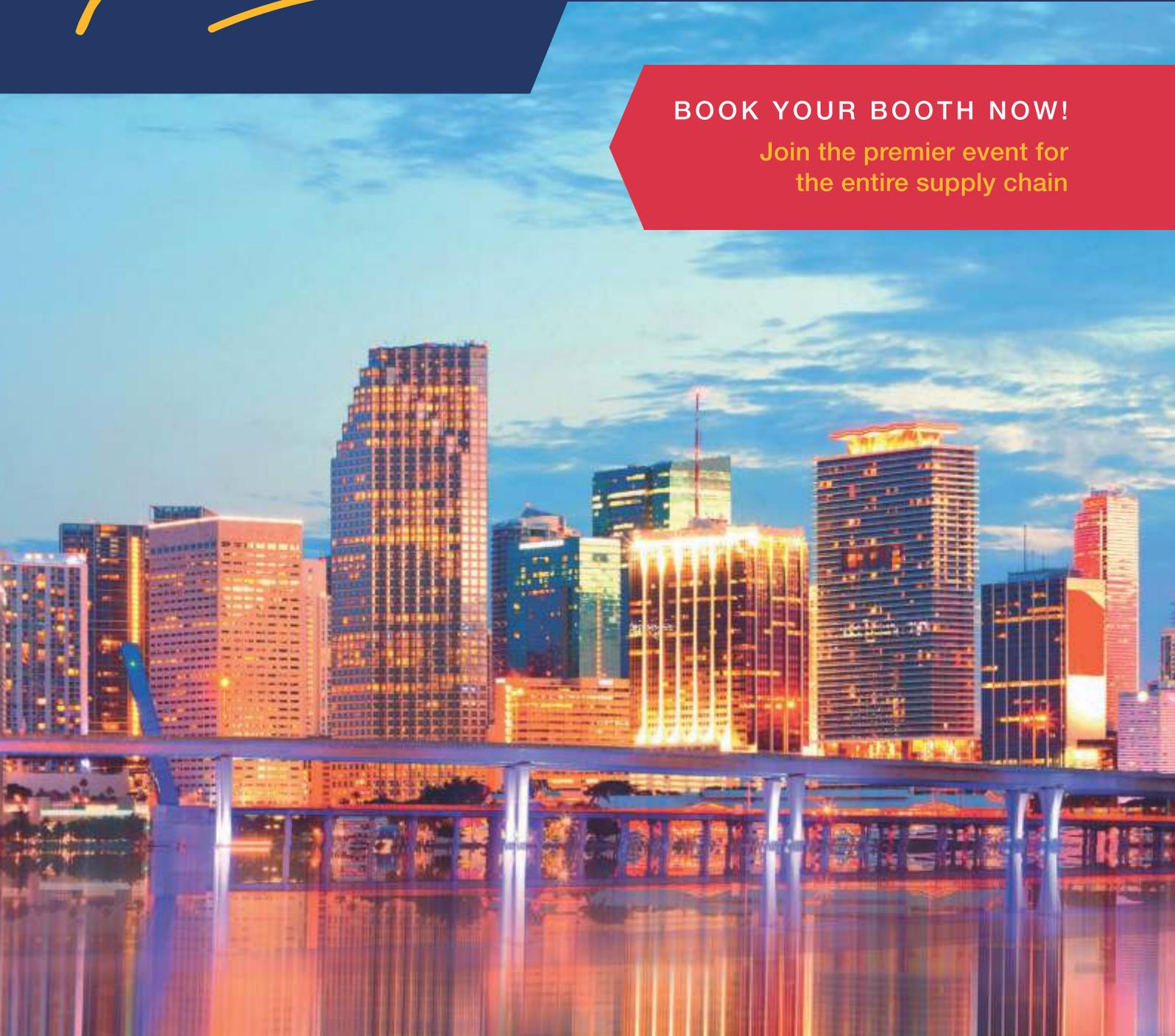
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Agility completes £763 million acquisition of Menzies Aviation



KUWAIT: Agility, a supply chain services, infrastructure and innovation company, has finalized its acquisition of UK-based John Menzies PLC for £763 million and will combine the business with its National Aviation Services (NAS) business to create a world leader in aviation services in 58 countries.

Once integrated, the combined companies will operate as Menzies Aviation and will be the world's largest aviation services company by number of countries and second largest by number of airports served.

Menzies Aviation will provide air cargo services, fuel services and ground services at airports on six continents. Combined revenues of Menzies and NAS exceeded \$1.5 billion in 2021. The new company will have approximately 35,000 employees and operations at 254 airports in 58 countries, handling 600k aircraft turns, 2 m tons of air cargo and 2.5 m fueling turns per year.

"Menzies and NAS will create the world leader in aviation

services," said Hassan El-Houry, who becomes Chairman of the combined company, having previously held the role of NAS CEO. "We will have the scale and resources to expand and grow as the industry recovers from the COVID-19 pandemic. Commercial aviation is a key engine of global economic growth, & our customers need partners they can count on as flight volumes return."

The company's customers will include Air Canada, Air China, Air France-KLM, America Airlines, British Airways, Cathay Pacific, EasyJet, Emirates, Ethiopian, flyDubai, Frontier Airlines, IAG, Jazeera, Qantas Group, Qatar Airways, Southwest, Turkish, United Airlines, WestJet and Wizz Air.

"With the combination of Menzies and NAS, our customers will receive world-class service, expanded product offerings, and the industry's best safety practices at airports on six continents," said Menzies Aviation CEO Philipp Joeinig, who will be CEO of the combined company. "Agility's backing gives us the resources to provide innovative solutions for growing and forward-thinking customers, and to develop our talent, technology, and sustainability; critical factors for our future success. It also means we are well-positioned to support our customers in tackling supply chain challenges and labor shortages."

Agility Vice Chairman Tarek Sultan described the deal between Agility, Menzies and NAS, as "new chapter, saying, "For Agility, this deal creates the largest owned and operated – "controlled" – business in Agility's portfolio by revenue, headcount, and global presence. We're looking forward to seeing the new Menzies soar with Agility's backing."

The boards of Agility and Menzies reached agreement March 30 on Agility's cash offer to acquire 100% of Menzies ordinary shares, which traded on the London Stock Exchange, for 608 pence a share. The deal values Menzies at approximately £571 m on a fully diluted basis and approximately £763 m on an enterprise value basis.

Mubadala Capital to acquire Canada Cartage

ABU DHABI, UAE: Mubadala Capital, the asset management subsidiary of Mubadala Investment Company, announced it is acquiring Canada Cartage, a leading logistics platform that provides dedicated national fleet solutions, general freight services, managed transportation, fulfilment and distribution, and home delivery services to some of Canada's largest blue-chip companies in the grocery, food, retail, and e-commerce sectors.

The transaction is subject to customary closing conditions, including receipt of Canadian regulatory approvals, and is expected to close in the next 60 days, reported the Emirates news agency WAM.

Canada Cartage currently operates through a network of 33 facilities across Canada and is comprised of two business segments, Dedicated Transportation and Logistics which provides asset-light supply chain solutions, including freight management of both inbound and outbound goods, order and inventory management, warehousing, fulfillment, and final delivery to both B2C and B2B end-consumers.

Across both businesses, Canada Cartage is deeply integrated into its customers' supply chains, which develops and maintains long-term client relationships and operating efficiency.

"We have built our private equity business by partnering with exceptional management teams that run great companies. Canada Cartage is a prime example of both, and one that operates in a sector where we have significant expertise, which is business services. We look forward to continuing to work with Canada Cartage's management team, employees, and customers to build on the company's strong legacy and support its next phase of growth," said Adib Martin Mattar, Head of Private Equity at Mubadala Capital.



Jeff Lindsay, President and CEO of Canada Cartage, stated, "We are excited to partner with Mubadala Capital to help us to continue building a world-class transportation and logistics business. Their team shares our vision of building an industry leader that focuses on innovative supply chain solutions, strong customer partnerships, and being a great place for people to work."

Scotiabank is acting as exclusive financial advisor to Mubadala Capital and CIBC World Markets is acting as exclusive financial advisor to Canada Cartage. BMO Capital Markets, Bank of Nova Scotia and RBC Capital Markets acted as Joint Bookrunners and Co-Lead Arrangers for the financing provided to Mubadala Capital.

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Kale Logistics

Leading the tech quantum leap on airfreight & logistics

By R. Chandrakanth



Another prime offering is the e-Marketplace, an online portal for booking door-to-door cargo transportation services, offering competitive pricing and total transparency of the best shipment options across all modes of transport. The platform connects supply chain stakeholders; such as freight forwarders, Customs brokers, shipping lines, airlines, transporters, consignees, warehouse operators, rail operators and regulatory authorities, enabling them to adopt modern logistics practices that will allow better response to customer demand, increased efficiency and a more competitive industry landscape in air cargo space.

Digital transformation is heralding the next era in logistics and supply chain management and in the forefront is Kale Logistics Solutions, a global IT solutions partner for several Fortune 500 companies worldwide.

With in-depth domain knowledge and technical expertise, Kale Logistics is working on creating the world's largest digital logistics cloud for the international supply chain by creating a global network of airports and ports connected digitally through its Digital Corridors. Explaining in detail to **Air Cargo Update** the digital expanse of Kale Logistics Solutions is **Amar More, CEO and Co-Founder**. More holds the distinction of being the first and only Indian to receive the "CILT International Young Achiever Award – 2009 for his invaluable contributions to deliver tech solution to the logistics industry.

Digital transformation is a given thing now. Is the air cargo sector receptive to it, considering the high costs of going totally digital, more so, when the logistics industry is going through a margin squeeze?

Yes, Digital Transformation (DT) is the right thing to happen to the industry even though, a bit late, but not too late. The air cargo industry is receptive and understands the value DT will bring to their businesses. The mindset toward DT is not cost-centric but investment-centric, where the industry will reap benefits in the coming years and become sustainable.



Amar More
CEO, Kale Logistics

The buzzwords in today's board meetings are disruptive technologies – AI, ML, IoT, Blockchain, Cloud, Mobility, and AR are taking the center stage. The usage of these technologies has surpassed discussion and conceptualization to actual applications in business scenarios. For example, we have AI-based truck management systems at airports, Blockchain-based digital corridors, Machine Learning-enabled document to EDI conversion and many more.

Can you give some cost-benefit analysis for a freight forwarder such that the freight forwarding community understands the importance of digitization?

Every actor in the supply chain is touched by digitization in today's world. In the past three years, the freight forwarding community has taken a quantum leap in tech adoption. The pandemic drove the need to go digital. Today, freight forwarders are facing two paths: digitize their processes and catch up with the industry, or become obsolete and face very high costs.

When it comes to addressing forwarders for digitization, we are dealing with a very heterogeneous group with different levels of automation needs, customer expectations and scale of operations. Digitization benefits are both tangible and intangible for them. Tangible benefits including savings on charges like storage, demurrage, detention and abandoned cargo are very much possible. Document exchange can be executed within a few minutes as opposed to a few days previously.

The other benefits, which cannot be immediately quantified are better customer service, fully automated sales, end-to-end tracking, document management, complete cargo visibility and prevention of revenue leakage with automated accounting and invoicing.

What segments of air cargo sector still continue with legacy systems that you think they can easily migrate to digital?

Any process which still needs paper or manual operations can be migrated to digital easily. In order to make digitization a success, every aspect and process should be



touched by it. It should start with core operations and then move to other peripheral processes.

We have generally observed that the SMEs in the air cargo supply chain are fragmented and are laggards in tech adoption. But with cargo community systems such as Kale's Air Cargo Community System (ACS) and Logistics e-Marketplace, this gap is bridged. These unified platforms make technology, data, and best practices available and affordable to all supply chain stakeholders, including the SMEs. For example, in Mumbai International Airport and Bengaluru International Airport we have our CCS, which has 98% adoption, enabling the entire air cargo value chain to work as a synchronized operation.

One of the concerns of digital is the security of data, how does Kale address this?

With changing IT environments, cloud-based solutions offer agile and robust on-demand infrastructure with benefits such as stability, cost efficiency, and more. We must not forget concerns related to cyber security. More attempts have been made to steal passenger data (personal data, credit cards etc.) than cargo. Having said that, a shipment can often involve data or intellectual property transfer between up to ten separate parties across the globe, hence there is enough motivation for hackers to look at cargo data as well.

However, if there is an additional layer of a CCS, which typically has seven layers of security, and additional security layers provided by leading cloud providers like Microsoft and Amazon, the cyber security risks to the larger stakeholder systems go down significantly. I call it the democratization of cyber security. Cargo Community System (CCS) can democratize cyber security and help provide better security infrastructure to the smaller players and, by being a buffer layer with bolstered world-class security infrastructure, reduce the risks for the systems of larger players, too.

Digital being very dynamic, it calls for constant innovation. Can you name one game-changing innovation of Kale in the logistics industry? Also give the game-changing attributes.

A cargo community system comes with some limitations as it has geographical boundaries, and to overcome the same and achieve larger synergies globally, one has to

think beyond cargo community systems.

This brings us to the future of cargo community systems i.e., the digital trade corridor. The Digital Air Freight Corridor aims at creating a completely transparent supply chain through the exchange of real-time status of shipments between two airports and exchange of shipment data to eliminate duplicate processes. For example, shipment arrival information can be shared beforehand with the rightful stakeholders in the destination airport so that the Customs, handlers, and other stakeholders are well informed and prepared to handle the incoming freight on time. We have successfully established the first Digital Air Freight Corridor between India and Netherlands, powered by Blockchain.

Another prime offering is the e-Marketplace, an online portal for booking door-to-door cargo transportation services, offering competitive pricing and total transparency of the best shipment options across all modes of transport. The platform connects supply chain stakeholders; such as freight forwarders, Customs brokers, shipping lines, airlines, transporters, consignees, warehouse operators, rail operators and regulatory authorities, enabling them to adopt modern logistics practices that will allow better response to customer demand, increased efficiency and a more competitive industry landscape in air cargo space.

The platform can connect with third-party systems, cargo community systems and systems of the airport authority and terminal operators to provide status updates.

Along with digital, there is talk about sustainability. Please explain with specific examples how you factor in sustainability in customer operations.

Sustainability is now a mega trend, as per the World Economic Outlook Jan 22. It's no longer just important but a necessity. There is a perception by some airlines, airports and ground handlers that aviation's reputation comes from the passenger business, so there is no need to invest in sustainable cargo solutions as these are not visible. We must collectively change this situation.

We at the airfreight industry have a collective responsibility to our customers, employees and future generations to develop solutions creating a positive impact on people and the planet in ways that enhance business success, which in turn will lead to enhanced global prosperity.

Our CCS is developed as per United Nations recommendation 33, which sets the framework for sustainable trade facilitation through paperless operations. Kale's Cargo Community System, used for airport and maritime community systems, enables electronic communications between multiple supply chain stakeholders. We want to add momentum to the global sustainability drive and be a key influencer for airports, ports, and supply chains globally to go paperless, improve digital connectivity, and reduce carbon emissions.

A study by Kale Info Solutions on the impact of digitization at Atlanta Airport, Georgia, USA, has demonstrated CO2 and fuel savings, as well as reduced labor costs and close to 2,000 man-hours saved. The study showed that by using digital tools, the Atlanta Airport Community, powered by Kale's digital solutions, had saved nine tons of CO2 from being processed since the beginning of 2021: the equivalent of planting more than 1,500 trees. The study looked at 1,839 shipments, 389 trucks, and 680 tons of cargo going through Atlanta Airport for the first seven months of 2021.

In total, more than 5,650 liters of fuel, USD 69,000 of labor costs, and 1,945 man-hours were saved by using Kale's Slot Management tool to organize and facilitate the arrival and loading of trucks at the airport.

After two bad years due to Covid-19, how is the logistics industry looking and how can companies like Kale help them recover faster?

The last two years have been exceptional for air cargo as the pandemic induced just not uncertainty, staff shortages, and health risks but also made way for an e-Commerce boom with congestion and high dwell times. These times have shown loud

and clear that the logistics industry needs to stand unified to fight this battle.

As per WHO, the COVID-19 virus stays on paper for 72 hours, so contactless and paperless operations were the requirement of the industry. CCS promoted this with Single Window Systems, powered by autonomous data exchange, online payments, e-approvals, digital signatures, barcoded gate-pass, digital customs, and e-delivery orders. The stakeholders enjoyed benefits, such as improved customer satisfaction with better shipment visibility, improved data accuracy by 90%, security and reduced cost.

One of the most relevant offerings from our CCS is Truck Slot Management; here all truck arrivals and departures are managed as per slots to avoid gate congestion. Truckers experience much lower wait times at the terminal gates, & all documentation is pre-done before the truck reaches the terminal. The handler is equipped with advanced shipment information to plan the resources, equipment, and warehouse. The airlines receive an IATA-compliant e-AWB. So, all the actors are well synchronized, which ensures the cargo flow is seamless and quick, along with significant cost savings.

We hear some airports in Europe, including Heathrow, are stretched to deal with both passenger and cargo operations, how do you think technology/digital can help in addressing this resource crunch?

Business continuity was a big challenge during the pandemic times, with legacy systems and manual operations, the air cargo operations were poorly affected. Remote working was a novelty and the airports were not geared up to handle staff shortages. Because of the uncertainty of the times and the likely realities of the "new normal," more and more airports are now charting the course for their journeys toward cloud computing and digital transformation.

Cloud-based applications enabled work-from-home. Cargo operations continued uninterrupted with robust cloud-enabled platforms which enhanced productivity and collaboration. There was no need for heavy investments on infrastructure or highly trained staff to work on CCS.

Another point of contention was the



COVID-19 virus staying on paper for 72 hours as per WHO and the paper-intensive air cargo industry had to move to paperless operations. This was an opportunity in adversity for the industry to adopt automation and digitization for information exchange, thereby making the entire supply chain efficient and agile.

Could you give details of your global operations - in how many countries you are present, the size of your client base, and the markets you are focusing on?

We have more than 5,000 customers globally in 30+ countries. We have been successfully engaging with 100+ air cargo stations across the world. We are focusing on North America as this is a big market for air cargo, and the geography is very receptive to digitization. We are engaging with Atlanta, Vancouver, Boston and many more airports are talking to us at this point in the region.

What are the challenges for a digital company such as yours when it comes to the logistics sector?

Unlike other industries, the logistics industry has varying degrees of IT maturity amongst its stakeholders. Large players have sophisticated IT solutions to manage their end-to-end operations, but the SMEs would still be on Excel-based data or worse maintain physical files. Though they are disparate in operations, what links them is the common data and cargo they handle at various times during the shipment journey. With different contours of IT systems, what suffers is the movement of cargo across the supply chain. There is data discrepancy, time-consuming operations, and a lack of trade visibility and transparency. Therefore, making the entire supply chain inefficient and non-conforming.

Making the logistics fraternity aware of the benefits of digitization is the most critical part. In several regions, they are still reluctant for various reasons. In the Middle East especially, stakeholders believe that digitization will bring extra costs, and they need to set up a separate infrastructure for the same. However, not many understand that the tech solutions do not require a separate infrastructure cost.

What is Kale's roadmap, say for the next 5 years?

We strive hard not only to stay relevant but try to create a digital future for the industry. We are working on expanding the reach and depth of our community platform by providing value-added features to the community like complete enterprise applications for Customs brokering as well as freight forwarding rolled out through our CCS platforms.

We are also working on creating the world's largest digital logistics cloud for the international supply chain by creating a global network of airports and ports connected digitally through our Digital Corridors. We believe that the future is multimodal, so we are working on creating Sea-Air corridors to facilitate intermodal cargo movement. Our large communities will get integrated with our Logistics e-Marketplaces, which are under development.

We continue to expand our operations across the globe. We are also working on implementing the deep tech use cases of IoT, Blockchain, AI, and ML in our community platforms.



Net Zero

by 2050, is it achievable?

By R. Chandrakanth

Aviation contributes about 4% to human-induced global warming as jet fuel burn produces CO₂, nitrogen oxide, soot, water vapor and sulfate aerosols. The industry's progress in cutting emissions to date is disappointing but by 2050, the use of Sustainable Aviation Fuel or SAF will rise from only about 100 million liters in 2021 to at least 449 billion liters a year.



The question on everyone's mind in the aviation industry is this: Is the goal of Net Zero carbon emissions by 2050 achievable? Going by the intent, the answer is 'Yes'. But

the ground reality is that 'the sector needs to massively step-up efforts on SAF'.

Scientists have been sounding the alarm bells that climate change is still the greatest threat to human health in recorded history. The Secretary General of United Nations Antonio Guterres has said climate change is a 'crisis multiplier' that has profound implications for international peace and stability.

Various research reports indicate that aviation contributes around 4% to human-induced global warming as jet fuel burn produces CO₂, nitrogen oxide, soot, water vapor and sulfate aerosols, all of which interact with the atmosphere and impact climate.

The aviation sector is aiming to reach net-zero emissions by 2050, relying on SAF usage to rise from around 100 million liters (26 million gallons) a year in 2021 to at least 449 billion liters a year by 2050, a humongous challenge.

Aviation has to get its act right

Indeed, it is going to require huge efforts from all stakeholders. As per reports, the aviation sector's progress in cutting emissions has been disappointing to date. For example, in February 2021, research on the world's largest 58 airlines found even the best-performing ones were not doing enough to cut emissions.

At last year's COP26 (Conference of Parties comprising 197 countries) climate change summit in Glasgow, the industry merely reasserted a commitment to a plan known as the Carbon Offsetting and Reduction Scheme for International Aviation. The scheme relies on carbon offsetting, which essentially pays another actor to reduce emissions on its behalf at lowest cost, and doesn't lead to absolute emissions reduction in aviation. It also encourages alternative cleaner fuels, but the level of emissions reduction between fuels varies considerably.

Achieving fossil-free flights requires replacing jet fuel with alternatives such as sustainable fuels or electric and hydrogen propulsion and that has to happen in double quick time. Governments, airlines, airports, OEMs and other stakeholders have to do more to achieve 'net zero' emissions. Curtailing emissions need a bouquet of solutions.



Airbus said that SAF is a carbon-reduction solution that is available for use in aircraft and helicopters operating today. It is a "drop-in" fuel because it can be blended up to 50% with conventional jet fuel without any engine modification required.

With passenger and cargo numbers going to explode and the number of airplanes that are going to be up in the sky, a lot more needs to be done in terms of fuel alternatives. The International Air Transport Association (IATA) expects overall traveler numbers to reach 4.0 billion in 2024 (counting multisector connecting trips as one passenger), exceeding pre-COVID-19 levels (103% of the 2019 total).

7.4 billion parcels by air every year

On the freight side, IATA reported that 328 billion letters and 7.4 billion postal parcels are sent every year and airmail plays an essential role in their delivery. While the emergence of electronic communications caused a dramatic decrease in the number of letters sent, more and more parcels are delivered daily thanks to e-commerce and this is going to increase exponentially. So will aircraft numbers increase.

Boeing has forecast that a combination of 4.0% annual average traffic growth, measured in ton-kilometers, and a proven need for dedicated freighter capacity means the freighter fleet will grow by more than 60% over the next two decades.

By 2039, 2,430 freighters are forecast to be delivered, with approximately half replacing retiring airplanes and the remainder needed to meet projected traffic growth. More than one-third of these deliveries will be new wide-body cargo airplanes; nearly two-thirds of the deliveries will be conversions from passenger airplanes. This will be in addition to the passenger planes that will be in the sky carrying freight in the belly-hold.

In such a scenario, the challenge indeed is humongous. The CEO of Etihad Airlines, Tony Douglas has said, "The biggest challenge to commercial aviation is the commitment that's been made to net-zero carbon emissions by 2050."

And the biggest stumbling block is the jet fuel which the aviation sector is highly dependent on and seemingly cannot do without it. Though aviation was becoming about 3% efficient each year, passenger demand was increasing at about 5%, thus the gap kept widening, requiring more planes up in the sky. It is only of late that we are hearing of SAF which are being tested and have had some successful flights.

Alternatives are expensive as of now

In a Guardian interview Dan Rutherford, Director of Aviation at the International Council on Clean Transportation (ICCT) has said that advanced waste biofuels are cheap and has good life-cycle emissions, but its supply is limited. "Using these fuels exclusively for aviation would provide for only about 2% of jet fuel use in the European Union and the United States of America."

Rutherford raises hopes by mentioning 'electrofuel' (made using clean electricity and hydrogen) could have an 'almost unlimited supply' but can be very expensive to make, as of now.

Airbus, Boeing and others working hard towards the goal

The two big aerospace behemoths – Airbus and Boeing - have made commitments towards 'net zero', but whether it is achieved by 2050 is a million-dollar question. Airbus believes that SAF is one of the aerospace industry's best decarbonization solutions that can be used in both in-service fleets and the flying fleets of tomorrow.



DHL in strategic collaboration for SAF

DHL Express, division for global courier, express, and parcel services, launched a strategic collaboration with bp and Neste to source over 800 million liters of SAF through 2026, expecting to save approximately two million tons of carbon dioxide emissions over the aviation fuel lifecycle. To put that into perspective: it equals the emissions of about 400,000 passenger vehicles. And with that amount, DHL can fuel approximately 1,000 flights per year between Cincinnati (USA) and Leipzig (Germany) for about 12 years! "There is no way around sustainable logistics in the future. We are deciding today what kind of world we and our children will live in 30 years from now," said Frank Appel, DHL's CEO.

Airbus said that SAF is a carbon-reduction solution that is available for use in aircraft and helicopters operating today. It is a "drop-in" fuel because it can be blended up to 50% with conventional jet fuel without any engine modification required.

Similarly, Boeing in February this year bought two million gallons of blended sustainable aviation fuel from EPIC Fuels for its commercial aeroplanes' operations in Washington state and South Carolina. The SAF purchase, which is claimed to be the largest by an airframer, is part of Boeing's aviation decarbonization goal.

Boeing Environmental Sustainability Vice-President Sheila Remes said, "SAF is a safe, proven, immediate solution that will help achieve our industry's long-term commitment to net-zero carbon emissions by 2050."

IATA has said that success will require the coordinated combined efforts of the entire industry (airlines, airports, air navigation service providers, manufacturers) and significant government support. The net-zero objective will be met through a combination of maximum elimination of emissions at source and the use of approved offsetting and carbon capture technologies.

While many in the aerospace industry are on course towards 'net zero' by 2050, the reality is that aviation presently makes up for about 4% (about 900 billion tons of CO₂ annually) of worldwide carbon emissions and this percentage is likely to go up with more and more people taking to the skies. And while efforts are on to reach the goal by 2050, we hope that the industry stays the course.

Air cargo carriers that are on course in reducing carbon footprint

Without exception, we believe, each segment of aviation is working towards reducing carbon footprint. However, there are a few global air cargo carriers who are leading from the front and seemingly on course to achieve net-zero emission by COP26's deadline of 2050. These carriers include: FedEx; DHL; DB Schenker; Seka; Lufthansa Cargo; Kuehne+Nagel; Air France KLM; Martinair, among others. We have included two airlines from India – IndiGo and SpiceJet, which have taken steps in that direction.

Kuehne+Nagel joins Air France KLM Martinair Cargo SAF program

The program began with the launch of the first carbon neutral airfreight lane between North America and Europe on New Year's Day. This initiative marks another step towards the commercial deployment of alternative fuel and the companies' commitment to a sustainable future for aviation. The year-round transportation of all Kuehne+Nagel cargo on board daily Air France KLM flights from Los Angeles to Amsterdam will be fully covered by SAF.

This first carbon-neutral lane underlines the strong sustainability programs of both partners, Kuehne+Nagel's Net Zero Carbon program and AFKLM Cargo's SAF program, which aim to connect people and goods through sustainable logistics. Yngve Ruud, member of the management board of Kuehne+Nagel, responsible for air logistics, said: "The first zero emission route marks the beginning of our journey into CO₂ neutral air freight and is another step towards achieving complete carbon neutrality by 2030. At Kuehne+Nagel, we are ready to take leadership and responsibility for the next generation of air transport and encourage our customers and industry colleagues to join us in making sustainable choices available."

FedEx funds research on storing excess carbon

Global giant FedEx in its efforts to achieve carbon neutral operations by 2040 has pledged \$100 million to help establish the Yale Center for Natural Carbon Capture, where researchers will focus on ways to remove and store Earth's excess carbon; Convert its entire parcel pickup and delivery fleet to zero-emission electric vehicles; Build on its FedEx Fuel Sense initiatives to continue working to reduce aircraft fuel consumption; and Continue to invest in alternative fuels which could reduce aircraft and vehicle emissions. By 2030, it plans to get 30% of its jet fuel from alternative fuels.

FedEx Chairman and CEO, Frederick W. Smith has said "We have a responsibility to take bold action in addressing climate challenges. This goal builds on our longstanding commitment to sustainability throughout our operations, while at the same time investing in long-term, transformational solutions for FedEx and our entire industry."

Lufthansa Cargo operates 100% SAF-powered charter freight

Lufthansa Cargo is one of the pioneers in the use of SAF. Last year, over 1% of fuel used by cargo aircraft was SAF. It has the distinction of operating the world's only regular full charter freight connection that is 100% SAF-powered. Together with its partner DB Schenker, Lufthansa Cargo saves around 174 tons of conventional kerosene per week.

In October 2021, Lufthansa Cargo became a pilot customer of the world's first production plant for power-to-liquid fuels in Emsland in northwest Germany. Together with the operator, NGO atmosfair, it is promoting the ongoing development and market launch of industrially produced, CO₂-neutral PtL fuel.

Besides that, Lufthansa Cargo is continuously investing in modernizing its fleet. Since October 2021, it has switched completely to the Boeing 777F – today's most modern freighter with the best environmental performance. It has placed orders for its even more efficient successor, the B777-8F, which we will start flying in 2027.

Similarly, its AeroSHARK technology, a special coating reduces the frictional resistance of an aircraft by more than 1%. From 2022, this technology will be rolled out across its fleet of eleven B777F freighters, saving around 3,700 tons of kerosene or about 13,000 tons of CO₂ emissions per year. Also, it has used lightweight containers on its flights, leading to weight reduction of 14 kg per container and fuel savings totaling 2,160 tons per year.

DB Schenker's greener logistics

DB Schenker and Lufthansa Cargo have decided to continue their fossil-free freighter flights between Frankfurt (FRA) and Shanghai (PVG). The joint offer towards greener logistics will extend until at least October 2022. By utilizing sustainable aviation fuel (SAF) and additional upstream compensation, they will save another 21,000 tons of CO₂e.

The duo has saved 31,000 tons of CO₂e since starting their cooperation end of 2020. The weekly flight rotation continues to be the world's only regular full charter fully covered by SAF. DB Schenker has also become an active member of the Sustainable Air Freight Alliance (SAFA), which strives to encourage freight forwarders to partner in an effort to track



In October 2021, Lufthansa Cargo became a pilot customer of the world's first production plant for power-to-liquid fuels in Emsland in northwest Germany

and mitigate CO₂ emissions during freight transport.

SEKO Logistics joins SAFA

SEKO Logistics has joined the Sustainable Air Freight Alliance (SAFA) to accelerate its global decarbonization program and help clients achieve their own sustainability goals. The Sustainable Air Freight Alliance (SAFA) is a buyer-supplier collaboration between shippers, freight forwarders and airlines to track and reduce carbon dioxide emissions from air freight and promote responsible freight transport. "We have a responsibility to join other global business leaders in this initiative because our industry must do more to protect our planet for future generations," said James Gagne, President & CEO of SEKO Logistics. "



Indian carriers not behind

SpiceJet and GMR Group are partnering with Boeing and French companies respectively to explore opportunities for development and use of SAF. French companies Safran, Axens and Airbus have teamed up with GMR Group to examine the development of SAF demonstrator, based on agricultural products. Similarly, Boeing is partnering with SpiceJet and CSIR-Indian Institute of Petroleum. They will work together to leverage SAF supply from CSIR-IIP and its production partners and licensees to help the airline decarbonize its fleet.

India's first international SAF flight with Airbus A320neo was by IndiGo in February this year. Mr. Ronojoy Dutta, Chief Executive Officer, IndiGo said, "We are pleased to take delivery of this Airbus aircraft which will run on Sustainable Aviation Fuel, as part of our journey towards sustainable aviation. At IndiGo, we recognize the importance of adopting sustainability in aviation and this is another step towards a cleaner environment. We look forward to embracing more such initiatives to reduce impact on the environment in line with our ESG goals."



Setback for fledgling Akasa Air with 'Big Bull' Rakesh Jhunjhunwala's death

By R. Chandrakanth

The airline is owned by SNV Aviation Pvt Ltd with Shonali Dube, Sanjay Dube and Vinay Dube as directors. The 'Big Bull' had invested 40% (35 million \$) in Akasa Air, Dube 15 % and Ghosh 10 %. Investments are also from the US-based hedge fund PAR Capital Management, stock market investor Madhav Bhatkuly, corporate lawyer Berjis Desai, and ex-chief investment strategist of Reliance Capital Madhu Kela.

Airline business, particularly in India, is not for the faint-hearted. Many airlines have come and bitten the dust. The wherewithal for airline business is deep pockets and leadership, not to forget a good business model. For fledgling airline Akasa Air, these attributes came from India's Warren Buffet or 'Big Bull' Rakesh Jhunjhunwala. But then within a week of Akasa Air taking to the skies on August 7, 2022, the 40% stakeholder 'Big Bull' passed away at the age of 62 due to poor health, leaving the airline kind of 'orphaned', though Vinay Dube and Aditya Ghosh, aviation thoroughbreds, are part of the founding team.

The airline is owned by SNV Aviation Pvt Ltd with Shonali Dube, Sanjay Dube and Vinay Dube as directors. The 'Big Bull' had invested 40% (35 million \$) in Akasa Air, Dube 15 % and Ghosh 10 %. Investments are also from the US-based hedge fund PAR Capital Management, stock market investor Madhav Bhatkuly, corporate lawyer Berjis Desai, and ex-chief investment strategist of Reliance Capital Madhu Kela.

The question on everyone's mind is – what will happen to Akasa Air as the man who was a brand himself no more?

Akasa Air CEO Dube put all doubts to rest by stating "We at Akasa cannot thank Mr. Jhunjhunwala enough for being an early believer in us and putting his trust and faith in us to build a world-class airline. Mr. Jhunjhunwala had an invincible spirit, was deeply passionate about everything Indian and cared greatly for the well-being of our employees and customers. Akasa Air will honour Mr. Jhunjhunwala's legacy, values, and belief in us by striving to run a great airline."

Jhunjhunwala's family holds the majority shares in the airline through three trusts named after his children, Nishtha, Aryaman, and Aryavir.

Berjis Desai, another investor in Akasa, has said "He (Jhunjhunwala) was never supposed to be involved in day-to-day operations of the airline ... It (the shareholder agreement) has been structured in a way that it will be managed by the estate, and every commitment that has been made will be honored."

Civil aviation ministry praised

At the inaugural ceremony of Akasa Air's first flight at the Mumbai airport, a wheelchair-bound Jhunjhunwala was all praise for the civil aviation ministry officials for their cooperation in getting the airline started. Commending the speed at which the airline was given clearances and the Narendra Modi government's ease of doing business, Jhunjhunwala said "Nowhere in the world is an airline conceived and born in 12 months. Normally a child is born in nine months. We took 12 months. It is said India has a very, very bad bureaucracy. But the cooperation we have got from the aviation ministry is unbelievable." It may be mentioned here that Jhunjhunwala had met the Prime Minister on October 5, 2021.

Akasa plans to induct 72 Boeing fleet in 5 years

Akasa Air presently has a fleet of 3 Boeing 737 MAX aircraft powered by the highly fuel efficient CFM LEAP-1B engine. It will induct in all a fleet of 72 ultra-modern aircraft over a period of five years. The first commercial flight was from Mumbai to Ahmedabad and the

airline would have networked between Ahmedabad, Mumbai, Bengaluru, Kochi and Chennai by end September.

International operations in 2023

At Wings India event in Hyderabad, Dube had mentioned that Akasa Air will service from metros to Tier II and III cities, besides metros to metros so that the aircraft is moved around the system. The airline has targeted second half of 2023 to commence international operations, once it has 20 planes in its fleet. It now remains to be seen how the plans map out, without Jhunjhunwala's presence, and a sector which is going through turbulence due to various factors including fuel costs.

Airlines bleeding

Domestic rating agency ICRA has set the alarm bells ringing, stating that the aviation sector is expected to report a net loss of over 3.15 billion dollars with elevated jet fuel prices and fare caps continuing to pose a major challenge for airline profitability.

IndiGo continues to lose money

For long IndiGo the best performing airline in India has reported a loss of 135 million \$ in the April-June 2022 quarter — down by almost a third from a loss of 400 million \$ in same period last year. The sharp increase in jet fuel prices and a weaker rupee negated gains of a strong recovery in air traffic that saw India's largest airline (by passenger carriage) carrying 222% more flyers this Q1, thereby leading to the loss.

As on June 30, 2022, IndiGo has 281 aircraft in its fleet including 35 A320 CEOs, 146 A320 NEOs, 65 A321 NEOs and 35 ATRs; a net increase of 6 aircraft during the quarter. It operated a peak of 1,667 daily flights during the quarter including non-scheduled flights. During the quarter, the airline provided scheduled services to 73 domestic destinations and 20 international destinations with a technical dispatch reliability of 99.9% and an on-time performance of 85.5% at four key metros.

SpiceJet in a worse-off situation

Similarly, SpiceJet has been making losses for the last four years. It incurred net losses of 38 million \$, 117 million \$ and 125 million \$ in 2018-19, 2019-20 and 2020-21, respectively. SpiceJet has 91 aircraft in its fleet of new-generation Boeing 737-700s, 737-800s and 737-900ERs and the Q400s.

Air India under Tata management, hoping for a turnaround

Ever since Tata Group has taken over Air India, reports have surfaced that the country's



Akasa Air team with Rakesh Jhunjhunwala (in wheelchair) at launch ceremony

oldest multinational conglomerate might merge the debt-ridden airline with Vistara. Tata Sons, which is the principal holding company of the Tata Group, founded Vistara as a joint venture with Singapore Airlines (SIA) in 2013. Tata Group owns 51% shares in the joint venture.

Whereas the Tata Group took control of Air India and its subsidiary Air India Express on January 27 this year after successfully winning the bid for the debt-ridden airlines. The Tata Group also has 83.67% shares in AirAsia India whereas the remaining stake in the airline is with Malaysian carrier AirAsia Berhad.

With Tatas acquiring beleaguered Air India there have been signs of improvement in operations, away from bureaucratic hold. Data from the Directorate General of Civil Aviation (DGCA) show that there has been a marked improvement in key operational parameters of after the Tata Group took complete control. One of the most dramatic improvements has been noticed in Air India's passenger load factor (PLF) – a crucial metric of capacity utilisation of an airline's fleet that shows how many seats it has been able to fill on every flight.

Air India market share yet to pick up

However, Air India hasn't been able to translate that into greater market share. In June, its domestic market share stood at 7.5 per cent, considerably lower than the 10 per cent it had inherited in January.

While market leader IndiGo has managed to retain its share at 56 per cent, Vistara, another Tata-owned airline, has eaten into Air India's share. Vistara commanded a nine per cent market share in June, up from 7.5 per cent in January. AirAsia India also managed to increase its market share during this period. Vistara and AirAsia India now have a domestic market share greater than the much larger Air India domestically. So when there is going to be mergers within the Tata portfolio, much talked about for some time now, market share will considerably go up, but still will be way behind IndiGo.

Go First planning an IPO

Then there is Go First (erstwhile Go Air) airline with a fleet size of 57 aircraft. IndiGo. Its latest available financial results talk about stressed financials, industry sources said that the airline is likely to raise money through an initial public offering (IPO) but the stock market volatility is something one needs to be worried about with some IPOs having taken a major beating. Go First losses in 2021 was about 116 million \$.

Jet Airways gets AOC from regulator

And then we hear of erstwhile Jet Airways which for long was a dominant player in the Indian skies wanting to restart operations. Jet Airways has obtained Air Operator Certificate (AOC) and with fresh funding, changed ownership, and new management it should be up and about soon. Jet Airways intends to recommence commercial operations in the next quarter of this year (July-Sept. 2022), the airline said in a statement.

The scenario is such and it is in these conditions that Akasa Air has taken to the skies. With Jhunjhunwala's demise, the airline is going to miss one of its best PR and a businessman who could get good financial deals. It remains to be seen how the Jhunjhunwala estate and the Akasa team is going to take control of the airline in turbulent skies.

Enterprise Resource Planning: A 'mission control' for business functions in the air cargo industry

By Ayesha Rashid

"ERP can be thought of as the glue that binds together the various systems that an organization might use. By having one application with one interface, ERP allows the different departments to communicate and share information across the organization more easily." – Tristan Koch, Awery Aviation Software Chief Executive Officer



Enterprise Resource Planning (ERP) systems facilitate the flow of information between functions within an organization and its suppliers and customers. Air cargo companies have been using ERP systems for many years to manage and plan the movement of air freight cargo.

An ERP system for a cargo airline typically includes modules for: inventory and warehousing, freight forwarding, air cargo tracking, airplane loading and unloading and customs and border management.

Air cargo is a fast-paced, high-volume industry that needs a comprehensive ERP system to manage its complex operations. An ERP system can help air cargo businesses streamline their processes, improve communication, and make better decisions.

Some of the benefits of ERP in the air cargo industry include:

1. Improved communication and coordination between departments.
2. Real-time data analysis for better decision-making.
3. Streamlined processes and improved efficiency.
4. Increased visibility into the supply chain.
5. Enhanced customer service.
6. Reduced costs.

The global enterprise application market size is estimated to be worth \$259.51 billion by the end of 2022, according to a new study by Grand View Research, Inc., registering a 7.8% CAGR during the forecast period.

Tristan Koch, CEO of Awery Aviation Software, explains why ERP is a necessity in the air cargo industry and how it allows air cargo businesses to manage their

"ERP can be thought of as the glue that binds together the various systems that an organization might use. By having one application with one interface, ERP allows the different departments to communicate and share information across the organization more easily.



operations more efficiently and effectively, leading to a better customer experience in an email interview.

Integrating cargo work flow

An ERP software system can help businesses in the cargo industry manage and integrate their various processes and components in one place. Such a system can integrate all workflows from flight planning, crew management, flight manifests, sales, marketing, finance, human resources and much more.

"ERP can be thought of as the glue that binds together the various systems that an organization might use. By having one application with one interface, ERP allows the different departments to communicate and share information across the organization more easily.

"This allows the different departments to communicate and share information across the organization more easily. The Awery ERP is also valuable in creating efficiencies across the workstreams and in providing real time-shared information about the activity and state of different divisions, to enable quicker and better-informed decisions to be made," explains Koch.

Web-based ERP solution

A good ERP system can make all the difference in air cargo companies, helping to manage and streamline operations, improve efficiency, and reduce costs. When choosing an ERP system, it is important to make sure it is tailored to the specific needs of the air cargo industry, according to Koch.

"Awery's ERP applications can help a corporation become more self-aware and collaborative by joining up data and information about shipment management, sales, finance, warehousing, and people together. Awery ERP can provide a full turnkey solution tailored to a customer's needs or it can connect different 3rd party technologies used by each part of a business.

"It helps reduce and remove costly manual duplication of data entry and incompatible technologies. For example, you can use Awery's accounting package, or we integrate a 3rd party solution like SAGE. Each customer can define their own modular system."

Awery ERP are now all cloud-based solutions using AWS (Amazon Web Services).

"We can, if a customer requires, offer physical server solutions. The advantages of



cloud-based software is that it offers remote, web-based access making it a much more flexible tool."

Moreover, an ERP promotes the free flow of communication across an organization and results in increased synergies between different business areas, increased efficiencies as processes are streamlined and information is readily accessible to those that need it; and reduced costs associated with outdated and ineffective technology.

Tristan states that adopting an ERP may be a costly endeavor, but the return on investment (ROI) may be achieved quickly. Most certainly, the benefits realized (e.g., increased productivity and reduced administrative costs) may far outweigh the costs to introduce an ERP.

Why the air cargo industry should adopt ERP?

Founded over 30 years ago, Awery has over 80 clients worldwide and it's been widely used by the aviation sector across Cargo Airlines, GSSAs, Charter brokers, ECommerce providers and various other aviation service providers.

Geographically, Awery solutions are being used widely across the European marketplace with existing and rapidly growing presence in Asia and the United States.

Awery has developed a number of solutions designed to be easily integrated with other providers' software.

One of Awery's key standout strengths is its ability to provide cutting edge technology to any organization regardless of that organization's own technological parameters.

"Additionally, we have differentiated ourselves from our competitors by offering our products either as a white label option, where customers apply their own branding and logo to our software, or as Awery technology available on the open cargo marketplace.

"We have developed a number of AI (Artificial Intelligence) tools that reduce a lot of the manual workload that has plagued the industry. Our eMagic AI

One of Awery's key standout strengths is its ability to provide cutting edge technology to any organization regardless of that organization's own technological parameters.

for example converts inbound email text and images to digital transactions," said Koch.

Integration with 3rd party systems to provide key connectivity is also essential as often clients require bespoke customization that relies on additional software. Awery provides that digital bridge.

Ensuring regulatory compliance

Koch said the visibility of your resources are critical to effectively managing them. And that data is the new global currency and utilizing this means more efficient processes. Regulation and security remain at the top of the agenda.

Awery had successfully developed tools within its ERP that ensure regulatory compliance as well as on financial (reporting and tax requirements) and labor laws. Thus, using Awery ERP eliminates costly errors and, reduces manual processing of data and provides commercial advantages through business cycle synergies, real time analytics best user experience and quickest time to market.

"At Awery, we provide a plug and play ERP solution. Expectations from today's users are that it should be as intuitive as using your smartphone. We actually do UX (User Experience) testing of some of our products. For example, our CargoBooking portal which gives the best and easiest UX of any online Air Cargo booking portal, we trialed on my two daughters who as teenagers are used to being able to buy any product or service in a few clicks. With no industry experience within 15 minutes, they were able to make AWB bookings – that was when we knew we had got it right," Koch concludes.

Awery ERP has been developed to offer tailored complete business solutions for:



CARGO AIRLINES



CARGO GSAs/GSSAs



CARGO HANDLING AGENTS



ON BOARD COURIERS



COMMERCIAL AIRLINES



PRIVATE OPERATORS



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Volvo Trucks

showcases new Hydrogen-powered fuel cell electric trucks with zero-emissions

By Gemma Q. Casas



"We expect the supply of green hydrogen to increase significantly during the next couple of years, since many industries will depend on it to reduce CO2. However, we cannot wait to decarbonize transport, we are already running late. So, my clear message to all transport companies is to start the journey today with battery electric, biogas and the other options available. The fuel cell trucks will then be an important complement for longer and heavier transports in a few years from now."

– Roger Alm, President of Volvo Trucks

Imagine a truck that only emits water vapor, produces its own electricity onboard and has a range of up to 1,000 km. It's possible with fuel cells powered by hydrogen, and Volvo Trucks has started to test vehicles using this new technology.

Hydrogen-powered fuel cell electric trucks will be especially suitable for long distances and heavy, energy-demanding assignments.

To decarbonize transport, Volvo Trucks now offers battery electric trucks and trucks that run on renewable fuels, such as biogas. In the second half of this decade, a third CO₂-neutral option will be added to its product portfolio – fuel cell electric trucks powered by hydrogen.

“We have been developing this technology for some years now, and it feels great to see the first trucks successfully running on the test track. The combination of battery electric and fuel cell electric will enable our customers to completely eliminate CO₂ exhaust emissions from their trucks, no matter transport assignments,” said Roger Alm, President of Volvo Trucks.

The fuel cell electric trucks will have an operational range comparable to many diesel trucks – up to 1 000 km – and a refuelling time of less than 15 minutes. The total weight can be around 65 tons or even higher, and the two fuel cells have the capacity to generate 300 kW of electricity onboard.

Customer pilots will start in a few years from now and commercialization is planned for the latter part of this decade.

“Hydrogen-powered fuel cell electric trucks will be especially suitable for long distances and heavy, energy-demanding assignments. They could also be an option in countries where battery charging possibilities are limited,” Alm explained.

Generates its own electricity—A fuel cell generates its own electricity from the hydrogen onboard instead of being charged from an external source. The only byproduct emitted is water vapor.

Fuel cells delivered by cellcentric—The fuel cells will be supplied by cellcentric – the joint venture between the Volvo Group and Daimler Truck AG. Cellcentric will build one of Europe’s largest series production facilities for fuel-cells, specially developed for heavy vehicles.

More green hydrogen needed—Fuel cell technology is still in an early phase of development and there are many benefits with the new technology, but also some challenges ahead. One of them is large-scale supply of green hydrogen. Another is the fact that refuelling infrastructure for heavy vehicles is yet to be developed.

“We expect the supply of green hydrogen to increase significantly during the next couple of years, since many industries will depend on it to reduce CO₂. However, we cannot wait to decarbonize transport, we are already running late. So, my clear message to all transport companies is to start the journey today with battery electric, biogas and the other options available. The fuel cell trucks will then be an important complement for longer and heavier transports in a few years from now,” Alm noted. Source: www.volvotrucks.com





Volvo Trucks: First in the world to use fossil-free steel in its trucks

Volvo has introduced fossil-free steel in its trucks, the first truck manufacturer in the world to do so.

The steel is produced by the Swedish steel company SSAB and the heavy-duty electric Volvo trucks will be the first to include it. The steel will first be used in the truck's frame rails.

The steel from SSAB is produced using a completely new technology, based on hydrogen. The result is a much lower climate impact than conventionally produced steel. Small scale introduction of the steel in Volvo's heavy electric trucks will begin in the third quarter of 2022.

"We will increase the use of fossil-free materials in all our trucks to make them net-zero not only in operation – but also when it comes to the materials they are built of," said Jessica Sandström, Senior Vice President Product Management, Volvo Trucks.

The first steel produced with hydrogen will be used in the truck's frame rails, the backbone of

the truck upon which all other main components are mounted. As the availability of fossil-free steel increases, it will also be introduced in other parts of the truck.

90% of a Volvo truck can be recycled

Today, around 30% of the materials in a new Volvo truck come from recycled materials. And up to 90% of the truck can be recycled at the end of its life.

"We are continuously striving to further minimize our climate footprint. We are also moving towards greater circularity in both our operations and our trucks," said Sandström.

Volvo Group is collaborating with SSAB on fossil-free steel since 2021. The first machine, a load carrier made of fossil-free steel, was showcased in October 2021. Fossil-free steel will be an important complement to the traditional and recycled steel used in Volvo's trucks.

Volvo Trucks said it is committed to the Paris agreement and to achieving net-zero greenhouse gas emissions in the value-chain by 2040, at the latest.

Etihad Airways scales up cargo operations with Airbus' new generation A350F freighter

This order of the A350F sees the national carrier of the UAE expanding its relationship with Airbus, and adding to its existing order of the largest passenger version of A350-1000s, five of which have been delivered.



ABU DHABI, UAE: Etihad Airways has firmed up its order with Airbus for seven new generation A350F freighters, following its earlier commitment announced at the Singapore Airshow, upgrading the airline's freight capacity by deploying the most efficient cargo aircraft available in the market.

This order of the A350F sees the national carrier of the UAE expanding its relationship with Airbus, and adding to its existing order of the largest passenger version of A350-1000s, five of which have been delivered.

Tony Douglas, Group Chief Executive Officer, Etihad Aviation Group, said: "In building one of the world's youngest and most sustainable fleets, we are delighted to extend our long-term partnership with Airbus to add the A350 Freighter to our fleet. This additional cargo capacity will support the unprecedented growth we are experiencing in the Etihad Cargo division. Airbus has developed a remarkable fuel-efficient aircraft that, in tandem with the A350-1000 in our passenger fleet, supports our commitment to reaching net-zero carbon emissions by 2050."

Christian Scherer, Chief Commercial Officer and Head of Airbus International, noted: "Airbus is delighted to extend its long-

standing partnership with Etihad Airways, who recently introduced the A350 passenger services and is continuing to build on the Family with the game-changing freighter version, the A350F. This new generation large freighter brings unprecedented and unmatched benefits in terms of range, fuel efficiency and CO₂ savings, that support customers by enhancing operational efficiencies at the same time as reducing environmental impact."

Etihad has also firmed up a long-term agreement for Airbus' Flight Hour Services (FHS) to support its entire A350 fleet, to maintain aircraft performance and optimise reliability. This marks the first agreement for an Airbus FHS contract for an A350-fleet in the Middle East.

Separately, Etihad has also opted for Airbus' Skywise Health Monitoring, allowing the airline to access real-time management of aircraft events and troubleshooting, saving time and decreasing the cost of unscheduled maintenance.

As part of the world's most modern long-range family, the A350F provides a high level of commonality with the A350 passenger versions. With a 109-ton payload capability, the A350F can serve all cargo markets. The aircraft features a large main deck cargo door, with its fuselage length and capacity optimised around the industry's standard pallets and containers.

More than 70% of the airframe of the A350F is made of advanced materials; resulting in a 30 tonne lighter take-off weight and generating at least 20% lower fuel consumption and emissions over its current closest competitor. The A350F fully meets ICAO's enhanced CO₂ emissions standards coming into effect in 2027. Including today's commitment, the A350F has won 31 firm orders by six customers.

The A350F meets the imminent wave of large freighter replacements and the evolving environmental requirements, shaping the future of airfreight. The A350F will be powered by the latest technology, fuel-efficient Rolls-Royce Trent XWB-97 engines.



Addis Ababa, ETHIOPIA: Ethiopian Airlines, the largest aviation group in Africa, has partnered with the globally leading online booking platform GetYourGuide, to offer passengers an unforgettable travel experience.

This partnership provides Ethiopian Airlines' customers easy access to book travel activities alongside their flight. Passengers will have the option of booking high quality and well-curated tours and activities online either immediately after booking flights or at a later date.

"Ethiopian strives to offer passengers a service beyond just travel and its ancillary services are its tools in doing so. The new partnership with GetYourGuide will be the new stream of convenience our leisure passengers can enjoy. Putting our vast network and GetYourGuide's services in major cities around the world into consideration, our passengers will have a great number of exciting experiences to choose from," said Ethiopian Airlines Chief Commercial Officer Lemma Yadecha.

Ethiopian Airlines launches tour and activities services in partnership with GetYourGuide

GetYourGuide is the globally leading online booking platform offering unforgettable travel experiences and extraordinary tours and activities around the world such as guided tours with the best local experts, cooking and craft classes, local food tours, skip the line tickets to the world's most famous sights, once-in-a-lifetime "bucket list" experiences and niche offers that can't be found anywhere else. The tours and activities offered by GetYourGuide will be available for booking through Ethiopian Airlines website.

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American Airlines poised to have the world's largest supersonic fleet with new Boom Supersonic aircraft



In July, Boom revealed the final production design of Overture, which is slated to roll out in 2025 and carry its first passengers by 2029. Overture's order book, including purchases and options from American Airlines, United Airlines, and Japan Airlines stands at 130 aircraft.

FORT WORTH, Texas & DENVER, Colorado: American Airlines has agreed to purchase Boom Supersonic's 20 Overture aircraft, with an option for an additional 40.

American has paid a non-refundable deposit on the initial 20 aircraft, the airlines announced. Overture is expected to carry passengers at twice the speed of today's fastest commercial aircraft.

Boom Supersonic's Overture would introduce an important new speed advantage to American's fleet, which is currently the simplest, youngest and most efficient among U.S. network carriers. Under the terms of the agreement, Boom must meet industry-standard operating, performance and safety requirements as well as American's other customary conditions before delivery of any Overtures.

"Looking to the future, supersonic travel will be an important part of our ability to deliver for our customers," said Derek Kerr, American's Chief Financial Officer. "We are excited about how Boom will shape the future of travel both for our company and our customers."

Overture is being designed to carry 65 to 80 passengers at Mach 1.7 over water — or twice the speed of today's fastest commercial aircraft — with a range of 4,250 nautical miles. Optimized for speed, safety and sustainability, Overture is also being designed to fly more than 600

routes around the world in as little as half the time. Flying from Miami to London in just under five hours and Los Angeles to Honolulu in three hours are among the many possibilities.

"We are proud to share our vision of a more connected & sustainable world with American Airlines," said Blake Scholl, Founder & CEO of Boom. "We believe Overture can help American deepen its competitive advantage on network, loyalty & overall airline preference through the paradigm-changing benefits of cutting travel times in half."

In July, Boom revealed the final production design of Overture, which is slated to roll out in 2025 and carry its first passengers by 2029. Overture's order book, including purchases and options from American Airlines, United Airlines, and Japan Airlines stands at 130 aircraft.

Boom said it is working with Northrop Grumman for government and defense applications of Overture. Suppliers and partners collaborating with Boom on the Overture program include Collins Aerospace, Eaton, Safran Landing Systems, Rolls-Royce, the United States Air Force, American Express, Climeworks, and AWS.

Delta to add 100 state-of-the-art, fuel-efficient Boeing 737 MAX to fleet

ATLANTA, Georgia: Delta Air Lines announced it will add 100 state-of-the-art Boeing 737 MAX aircraft to its fleet, with option for 30 more planes, as the airline continues to refresh its fleet to elevate the in-flight customer experience while improving fuel efficiency.

Delta is ordering the largest model in the MAX family, the 737-10, which will begin delivery in 2025. It will be powered by the next-generation LEAP-1B engines manufactured by CFM International, a company jointly owned by GE and Safran Aircraft Engines.

The aircraft will be 20%-30% more fuel efficient than the retiring Delta planes it will replace, making the agreement an important step in Delta's journey toward a sustainable future for aviation.

"The Boeing 737-10 will be an important addition to Delta's fleet as we shape a more sustainable future for air travel, with an elevated customer experience, improved fuel efficiency and best-in-class performance," said Ed Bastian, Delta's chief executive officer. "These new aircraft provide superior operating economics and network flexibility, and the agreement reflects our prudent approach to deploying our capital."

Most importantly, Bastian said, "This aircraft will be piloted, served and maintained by the very best professionals in the business, and it's their hard work and dedication to our customers that always sets us apart."

"We are proud that Delta is renewing its single-aisle fleet with the 737 MAX, Boeing's most fuel-efficient family of airplanes," said Stan Deal,



president and CEO of Boeing Commercial Airplanes. "Built in our factory in Washington state with support from key suppliers across the US, the 737-10 will provide Delta with the best economics to carry more passengers across its short and medium-haul routes."

The announcement was made at the 2022 Farnborough International Airshow in the U.K., and included a signing ceremony with Delta, Boeing and CFM executives.

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Sharjah Airport's passenger traffic more than doubled in H1 2022

SHARJAH, UAE: Sharjah Airport saw a 142.74% rise in passenger traffic during the first half of 2022 to about 6 million travellers while its number of flights soared to 41,189 during the period, up by 89.73%

Between January and June, Sharjah Airport, reported the Emirates news agency WAM, handled over 96,000 tons of cargo, accounting for an increase of 50.39%, compared to 63,844 tons the previous year.

"The considerable growth in the number of travellers using our airport solidifies the Emirate of Sharjah as a preferred destination for travel and business. The figures also represent the confidence and trust that a large number of travellers place in Sharjah Airport. Our continuous efforts to offer leading innovative services and gain passengers' satisfaction guarantee a safe and distinguished travel experience," said Ali Salim Al Midfa, Chairman of Sharjah Airport Authority.

"As part of our efforts to position Sharjah Airport as one of the best airports in the region, Sharjah Airport Authority is eager to invest in smart services and solutions that meet the highest international standards, in order to attract more foreign airlines, strengthen our strategic alliances, and maintain the steady rise in the number of passengers," he added.



Sharjah Airport Authority says it is relentlessly working towards achieving its strategy to improve the passengers' travel experience and enhance the airport's regional and global competitiveness by launching more innovative initiatives that provide a more comfortable, smooth and enjoyable travel experience.



Lisbon, Portugal: Vision-Box, a global industry leader in biometric recognition, digital identity, and seamless travel management, has unveiled the Seamless Assistant, a new state-of-the-art security gateway device to make the passengers' processing flow more efficient.

This flexible and fully standalone mobile device is built with a small form factor on wheels and can be used in different scenarios. With reduced footprint, the Seamless Assistant allows biometric identification with liveness detection and fast deployment in various locations, through its battery powered capability and mobile WI-FI wireless connection.

The company said Seamless Assistant has been developed to provide an exceptional user experience through its biometric and biographic capture performance, replacing the manual & paper-based processes. This new device takes the biometric experience to the next level, by optimizing the experience at airport journey, with more passengers being processed in less time.

Key technological features of Seamless Assistant include:

- Small form factor on wheels which allows fast positioning in different locations for multiple use cases (security, lounge or boarding)

Vision-Box introduces Seamless Assistant, the on-wheels battery-powered security device designed for airports & aviation industry

- Battery powered with mobile WI-FI connection, meaning no cable connections
- Intelligent light compensations, adjusting automatically at darker environments for a better face capture
- Intelligent face-matching and liveness detection of the passenger
- Integrated with Vision-Box Orchestra Digital Identity Management Platform, which is fully certified by Privacy by Design, to deliver a unique biometric user registration and management experience.

Speaking about the launch of the Seamless Assistant, Alessandro Minucci, Head of Product at Vision-Box, said: "We are proud to announce the launch of the Seamless Assistant, a revolutionary new product that is set to simplify the experience of airports, airlines, and passengers. Features such as the small form factor, battery power, wireless and wheels allow this product to be a market standout. The device can be moved anywhere in the airport without any effort, permitting quick deployment at any given moment for whatever use case it might be required, such as scaling up infrastructure at peak periods."



Al Bateen Executive Airport re-opens after successful completion of major upgrade works

Abu Dhabi, United Arab Emirates: Al Bateen Executive Airport has reopened following the successful completion of a major refurbishment project which will allow the airport to cater to increased operational demand while meeting the highest levels of safety, compliance, and accreditation.

Close cooperation between the General Civil Aviation Authority (GCAA) and Abu Dhabi Airports (AD Airports) during the project followed all the necessary regulatory frameworks to ensure the highest level of compliance, and all the necessary approvals were received without delay.

Commenting on the development, Saif Mohammed Al Suwaidi, Director General of the General Civil Aviation Authority, said: "The refurbishment project at Al Bateen Executive Airport embodies the commitment of our aviation partners in the United Arab Emirates to invest in the safety, modernisation and sustainability of the region's only dedicated executive airport. The engagement with Abu Dhabi Airports – from project inception until completion – has served to ensure the highest level of compliance with the national standards, regulations, guidance material and international best practices outlined by the GCAA."

Oliver Wyman sees airline pilot shortages on the horizon in the Middle East

Dubai, UAE: In a newly released update on pilot shortages in the aviation sector, global management consultancy Oliver Wyman found that, as air travel demand continues to recover this year, demand for airline pilots will outstrip supply in most regions globally between 2022 and 2024 – with the Middle East feeling the effects first.

According to André Martins, Partner – Head of IMEA Transportation and Services at Oliver Wyman, "We expect the Middle East to be the region affected soonest by the shortage outside of North America, driven by a projected sharp increase in air travel demand over the next few years, new players entering the market and big tourism developments happening in the region."

The new figures from Oliver Wyman show that this spike in demand for air travel coincides with flat then declining supply of pilots in the region, due to a combination of lay-offs during the COVID-19 pandemic, a falling number of newly-certified pilots, and retirements eventually outstripping new pilots. The regional shortage could start as early as the end of this year, reaching an estimated 3,000 pilots by 2023 and 18,000 by 2032 if no accelerated mitigation actions are taken.

"If demand for air travel continues to grow, airlines need to accelerated recruiting efforts from other regions where we anticipate less acute shortages, particularly Latin America and Asia Pacific, to fill gaps. Failing that, we may see adjustment of schedules into and out of the region, impacting the Middle East's carriers and airport operators" added Martins.



André Martins

Oliver Wyman forecasted in early 2021 that an impending pilot shortage was on the horizon, contrary to reality at the time, as COVID-19 was decimating the airline industry and any recovery appeared years away. Global aviation is forecast to be short of nearly 80,000 pilots by 2032, absent a downturn in future demand or air travel and/or strenuous efforts by the industry to bolster the supply of pilots.

time:matters Singapore Ltd. names Jon Norvald Haugen new Managing Director

The time:matters customer service team for the region, based in Bangkok under strategic partner Lufthansa Services (Thailand) Ltd., looks after all steps along the transport chain. These include shipment pick-up, delivery and customs clearance at the customer's request. In this way, the team ensures maximum control over the entire transport process.

Alexander Kohnen, CEO of time:matters, stated: "Together with Jon Norvald Haugen and his team, we want to continuously develop high-growth markets in Asia in the future as well and further expand our broad range of transport services in the Asia-Pacific region and intercontinentally. This will allow us to meet the specific requirements and needs of our global customer base for fast and highly efficient transport solutions." He further emphasized: "We would like to thank Wolf-Dieter Schwarz for his enormously successful work on behalf of our company over more than 15 years and wish him all the best with his future projects."

Customers of time:matters Singapore Ltd. include global players from the automotive, aviation and aerospace, hightech and semicon, life and health, medtech, machinery and component, and logistics sectors.



Jon Norvald Haugen

MAAS Aviation welcomes Malachy McEnroe to the team as Chief Financial Officer



Malachy McEnroe

Dublin/Maastricht: MAAS Aviation, recognised experts in aircraft painting and exterior coatings, has announced the appointment of Malachy McEnroe as Chief Financial Officer.

An experienced international CFO and board member, McEnroe has worked in finance and business for over 25 years, most recently in the international logistics equipment leasing sector. He has extensive experience in growing international businesses, spearheading transformation and has contributed to impressive value creation.

As part of the company's C-Suite Team and a board member, Malachy's role at MAAS will focus on supporting the business growth strategy and future investments, while driving day-to-day financial and operational improvements.

"Malachy will be a great asset to our team and we are delighted to welcome him on board," comments Tim Macdougald, MAAS Aviation's Chief Executive Officer. "I am looking forward to working closely with Malachy to develop and implement the sustainable, robust financial structures necessary to support our growth, enhance our financial communications and ensure our ongoing investments deliver for our customers and stakeholders."

McEnroe has held senior finance roles at both GE and HNA and completed seven years at TIP Trailer Services as global CFO. He has also served as a non-executive director at German-based international modular construction specialist, Cadolto GmbH. "MAAS has a great track record and an excellent market reputation. Their experienced and knowledgeable management team has a 'can do' attitude and serious growth ambitions. It was these attributes, combined with the support of a focused and committed investment Group in Egeria, that attracted me to join the business," comments McEnroe. "We have exciting development plans, and I am looking forward to being part of that journey."

McEnroe will be based between MAAS' facilities in the Netherlands and Dublin but plans to have a strong presence at all of the Group's operational facilities in Lithuania, Germany, and Alabama, USA. He is a qualified Chartered Accountant (FCA) and holds Bachelor's and Master's degrees in Business and Accounting from University College Dublin.



RoyalJet names Mohammed Husain Ahmed as new CEO

Abu Dhabi, UAE: RoyalJet, the world's leading premium private aviation firm affiliated with the Emirate of Abu Dhabi, has named Mohammed Husain Ahmed as the company's new CEO who will also serve as Board Member at the Abu Dhabi Government Flight-Testing Facility.

Mohammed brings with him more than 25 years of experience in the aviation industry, both across the government and the private sectors. A committed leader with strong, proven management and organizational skills fostered in a military and civilian environment, he is an accomplished aviation expert with a solid history of achievement in the industry.

"We are delighted to have Mohammed join RoyalJet as CEO. RoyalJet's role in the UAE economy and regional aviation sector is well known and with Mohammed's expertise and experience, we are at the dawn of another era of success and brilliance," said His Excellency Sheikh Mohammed Bin Hamad Bin Tahnoon Al Nahyan, Chairman of RoyalJet.

Prior to joining RoyalJet, Mohammed served as the General Manager of Abu Dhabi Airports, overseeing the planning, implementation and evaluation of the organization's programs and services. He also worked at Global Aerospace Logistics (GAL) for almost 12 years, where he served as the Vice President for Commercial and Government Affairs in the final phase of his service at the organization.



Mohammed Husain Ahmed

With an eye for detail, and a far-reaching vision, Mohammed is a confident trainer, coach and mentor with the ability to deliver operational excellence and high standards of performance against operational and organizational goals and targets.

"I am absolutely thrilled to be part of this pioneering and visionary organization and look forward to driving RoyalJet to greater growth and success," said Mohammed who holds an international license in Air Traffic Control operations from the Airways Corporation of New Zealand.



Kevin Wall

APOC strengthens management team with Kevin Wall's ascend as Chief Commercial Officer

Development across the Americas, Wall's new role will focus on shaping future growth, consolidating market share and nurturing a team of success-driven people.

Wall will be running APOC's global commercial operations from the new Miami office which opened earlier this year. This expansion has been met with great enthusiasm from APOC's airline and lessor customers throughout the Americas, as well as the organisation's MRO business partners and audited workshops throughout the region.

Alongside many other after-market specialists post-COVID, APOC is experiencing an aviation industry on a rapid road to recovery. According to Wall, airlines are struggling to meet the increasing demands and supply chains are finding it hard to cope.

Looking ahead over the next year, Wall predicts further changes in the aviation sector. "Mergers & acquisitions are on the rise. Not just airlines themselves but the aftermarket MRO sector is attracting a lot of interest from investors. The industry continues to consolidate and evolve and APOC will shape our services accordingly."

The Netherlands: APOC, one of the world's newest aircraft, engines and landing gears trading, leasing and part-out companies, has promoted Kevin Wall to take on the role of Chief Commercial Officer.

Previously Senior Vice President of Business



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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

Middle East Trucks and Heavy Machinery Show 2022

Get on board now for the Middle East region's most promising and only dedicated Trucks and Heavy Machines event.

With sectors ranging from Trucks, Buses, Trailers, Construction Machines, Cranes, Mining Machines, Tractors, to Forklifts, Semi-trucks, Spare Parts, Lubricants, Fleet Management systems and much more, the METHM Show provides a one of its kind platforms to bring together the entire heavy machines industry under one roof.

27-29 September 2022

Asia World-Expo

The Big 5

For over 40 years, The Big 5 has provided an unmatched platform for the global construction industry to secure new business across the Middle East, Africa, and South Asia.

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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.

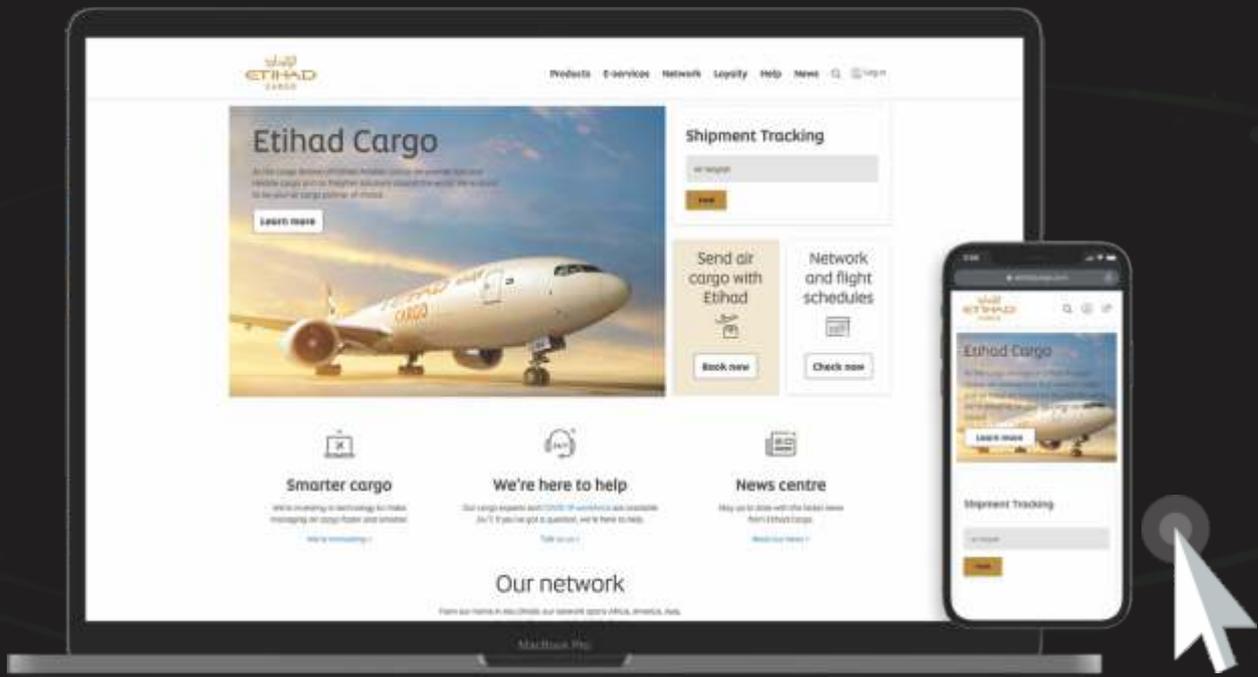
Along with cutting-edge solutions and world-class aircraft on static display, the event will demonstrate, through a conference element, the key trends affecting the industry especially following the impact of the COVID-19 pandemic. Hear from industry experts on emerging trends, challenges and innovations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

06--08 December 2022

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