



Astral Aviation Africa's link to the world

Sanjeev Gadhia
Founder & CEO, Astral Aviation



The Lounge



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Co-Founder & Director
CargoFlash Infotech Pvt. Ltd.



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Race against time

As rescuers race against time to find survivors of the devastating February 6 earthquake in Turkey and Syria that left nearly 35,000 dead as of press time, the air cargo industry hastens up to bring much needed medical supplies and humanitarian aid to survivors fighting the bitter winter cold without food or shelter.

As cold, hunger and despair are gripping the estimated 300,000 left homeless in southern Turkey and northern Syria with resources unable to reach them days after the powerful 7.8 magnitude earthquake struck their villages, humanitarian aid had started trickling in.

The air cargo industry had since dispatched emergency flights commissioned by various governments and nongovernment organizations to bring relief to the crisis-stricken sites to help the victims.

The UAE was among the countries that quickly responded to the crisis giving total aid and humanitarian package worth US\$100 to be divided equally between Turkey and Syria. An additional AED50 million urgent humanitarian aid will go to Syria from Dubai.

More than a dozen flights from Abu Dhabi had since been dispatched to bring rescue and search teams to the sites, relief supplies, a 50-bed field hospital equipped with emergency departments, operation theaters, an intensive care unit, outpatient clinics, inpatient wards, a laboratory, a pharmacy, and X-ray and CT services.

Emirates SkyCargo also announced it is setting up an airbridge with the Dubai-based International Humanitarian City (IHC), to transport urgent relief supplies, medical items and equipment to support on-ground aid efforts and search and rescue activities in both countries. The first shipments consisted of high thermal blankets and family tents from UNHCR, followed by World Health Organization (WHO) and WFP relief cargo of medical kits and shelter items, coordinated by the IHC in Dubai.

The industry has once again demonstrated its commitment to quickly respond to any humanitarian crisis when it's necessary, building bridges to serve humanity.

Gemma Q. Casas
Editor-in-Chief

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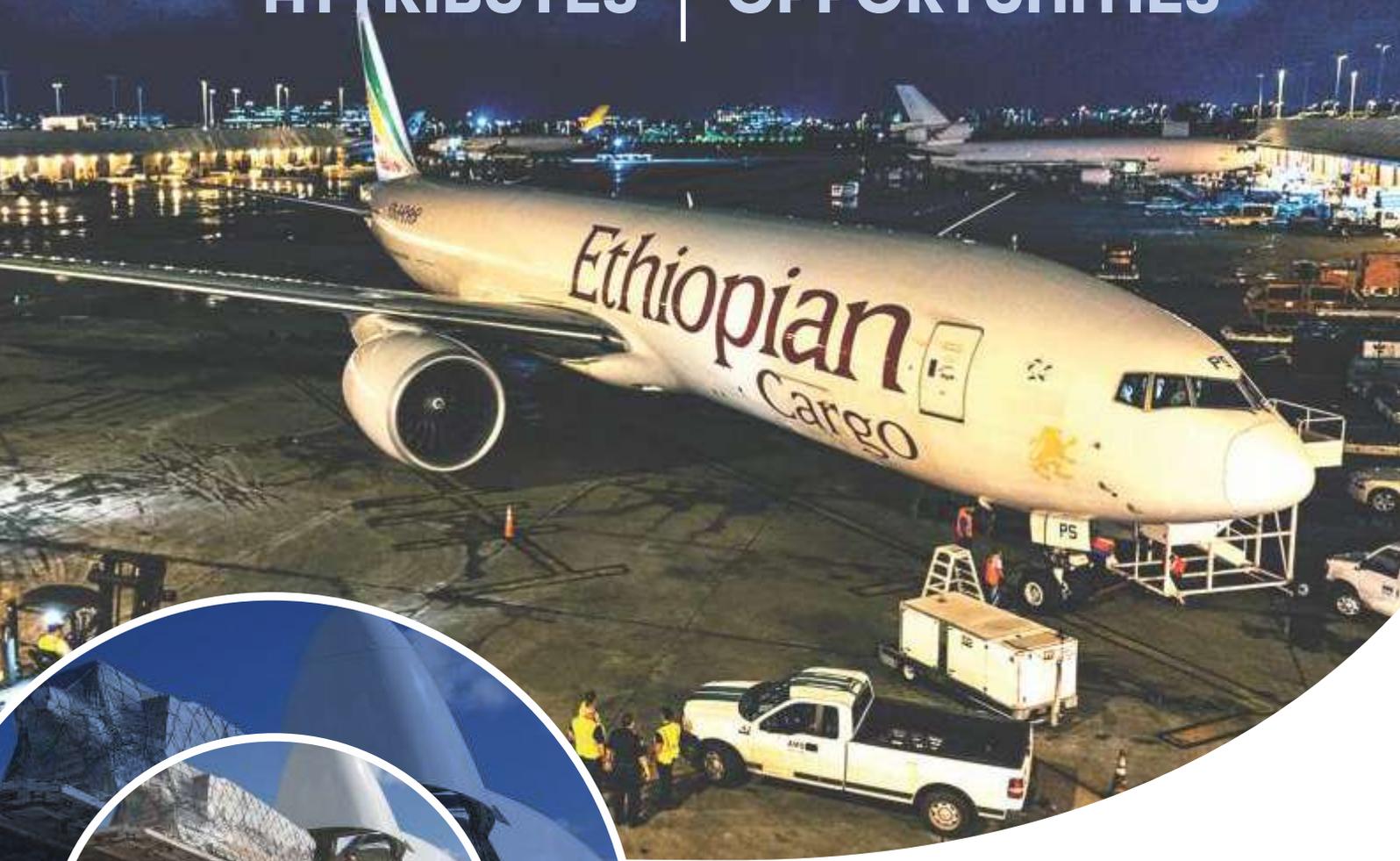
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Reading is second nature for this air cargo ‘techpreneur’



Jasraj S. Chug
Co-Founder & Director
CargoFlash Infotech Pvt. Ltd.

“‘A caterpillar that refuses to undergo metamorphosis is doomed to die in the cocoon.’ Change is crucial to survival and we are in that period and so is air cargo as an industry.”

Chairman and Managing Director of CargoFlash, established the firm. The company’s first client was AirAsia, Malaysia’s largest airline by fleet size with more than 255 aircraft and destinations, with the low-cost airline currently flying to more than 25 countries.

“We’ve always had a global vision. Our first client was AirAsia. We needed an airline to take into a different path. The Indian aviation at that time was largely run by government-led companies,” Chug shared.

Today, CargoFlash serves a multitude of major global carriers, logistics companies, airports, among others in the air cargo industry.

“We are not only assisting the largest players, but also making sure that all of them have access to a platform,” said Chug, who noted that India is now fast emerging as a growing market for digital solutions with its economy picking up. “I think India is upbeat. The economy is growing. It’s now the 5th largest in the world. I see India’s air cargo and logistics industries growing exponentially.”

While much of his time is spent growing their business, Chug said he finds reading not only informative but also relaxing.

“I’ve always been thinking and working to grow our business, but reading has become a natural habit not only about the industry but also others things like technology. I’m also keen on learning more about the animal kingdom. I like the Discovery Channel and the National Geographic,” said Chug, who lately has been reading more corporate books as well.

Asked about his favorite quote, Chug replied, “We’re in a world of transformation, transition. Very early in life, I got a very interesting quote given to me by one of my friends. And I took it to heart. And this really worked for me. ‘A caterpillar that refuses to undergo metamorphosis is doomed to die in the cocoon.’”

“Change is crucial to survival and we are in that period and so is the air cargo as an industry. It must change, must accept digitalization, must be ready to accept that the environment is far ahead in terms of digitalization than they are and there’s a lot of catching up to do,” he added.

Jasraj S. Chug is among a growing number of tech entrepreneurs from India, who are making a difference in various industries of today’s digital age.

Chug, co-founder of CargoFlash Infotech Pvt Ltd, which specializes in providing integrated solutions to the global logistics and air cargo industries, has always believed that digitalization is necessary to push growth in these sectors.

“A couple of incidents came into my life as a freight forwarder,” Chug recalls. “There were a lot of silos and discretion-based processes, which were affecting the growth of airlines to maximize their potentials. As a forwarder, I would experience a lot of opaqueness and lack of transparency. We’re talking about time and lots of messages going back and forth between clients and companies. Globally, there were only 1 or 2 companies at that time which specializes in air cargo management.”

“In 2008, it was normal to have mainframe computers but the penetration was very shallow. Maybe just 10-15%. We saw the potential of web interface and then finally, cloud brought in the ability for a lot of these airlines to upgrade and digitalize their systems and connect their process to the world,” he added.

And so, in 2009, Chug and the visionary, Pukhraj Singh Chug,



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Etihad Cargo boosts China capacity with additional Shanghai freighter service

Abu Dhabi, United Arab Emirates: Etihad Cargo, the cargo and logistics arm of Etihad Aviation Group, says it will further expand its capacity offering to the Chinese market with the introduction of an additional weekly Abu Dhabi – Shanghai freighter flight from 2 February 2023.

The additional freighter service between Abu Dhabi and Shanghai will bring to 8 its weekly freighter flights to China's financial capital and increasing the cargo capacity out of Shanghai to 850 tons.

"Etihad Cargo is committed to expanding its operations in China, which is a key global market for the carrier. Following the



introduction of two more weekly freighter services between Shanghai and Abu Dhabi in 2022, this additional freighter service between Etihad Cargo's Abu Dhabi hub and Shanghai will further enable Etihad Cargo to fully meet customers' capacity needs," said Martin Drew, Senior Vice President of Global Sales & Cargo at Etihad Aviation Group.

Etihad Cargo's latest network update follows the announcement that Etihad will introduce an additional non-stop widebody passenger flight to Shanghai from 2 February 2023, bringing the total number of direct passenger flights between Abu Dhabi and China to five per week.

Etihad Cargo's customers have benefited from additional cargo capacity on widebody passenger flights, and the carrier will continue to evaluate its network and add frequencies to the Chinese market in line with customer demand.

Challenge Group takes off with AMOS

MALTA: Following a comprehensive and highly professional evaluation process, the international air cargo consortium Challenge Group says it has selected the MRO software AMOS for Challenge Airlines BE, Challenge Airlines IL, Challenge Airlines MT and Challenge Technic.

Challenge Group says its decision to adopt AMOS is further proof of Swiss-AS's position as an ideal technology partner that can assist the Challenge Group with its digital transformation efforts.

AMOSmobile/EXEC and cloud hosting bring optimal value

The AMOS Airline Edition will enable the airlines to streamline operations, increase efficiency, and reduce overall maintenance costs by improving and digitizing internal aircraft maintenance procedures.

As part of the paperless maintenance process, the use of AMOSmobile/EXEC, a touch-optimised add-on to AMOS, will enable the paperless execution of all line and base maintenance activities.

To complete the service package, Challenge Group has chosen Swiss-AS Cloud Hosting, which includes the proven AMOS Operation Services. With the use of secured VPN connections, their AMOS environment will be easily accessible from



all their international operational bases. The hosting services are an effective method of eliminating the need for the group to maintain a technical infrastructure on site and enabling it to operate in compliance with the latest security and IT standards.

AMOS to support group harmonisation

In order to address the complex implementation project that has already begun, AMOS will be implemented in phases, due to the amount of AOCs that will be migrating from different legacy systems to AMOS.

Challenge Group is aiming to unify all its different entities on a single AMOS environment which will enable the different entities to maximize the synergies and ensure a complete harmonisation of all the processes and data between them. The first phase of the project will focus on the Part 145 organisation, and the second phase will include the different CAMO (Continuing Airworthiness Management Organisation) organisations going live one by one.

"Challenge Group has defined an ambitious holistic digital innovation strategy for the coming years. The choice of AMOS to accompany our digital transformation in this specific area of our activity is a new step and we are happy to be able to count on a reliable partner who understands our needs and shares our vision," said Yossi Shoukroun, Chief Executive Officer of Challenge Group which handles more than 300,000 tons of cargo per year.

Turkish Cargo partners with CargoAi to expand its digital offering worldwide

ISTANBUL/SINGAPORE: Turkish Airlines' air cargo brand, Turkish Cargo, is now live on CargoAi's marketplace solution (CargoMART) for users in four countries—France, Spain, Netherlands and Singapore.



CargoAi said customers will have access to booking Turkish Cargo's new services TK SMART (general cargo service), TK PREMIUM and TK URGENT (express cargo service) instantaneously on all Turkish Cargo routes.

In keeping with its philosophy to provide full visibility to its users for informed and actionable business decisions, CargoAi says its integration with Turkish Cargo is unique in that it displays non-bookable options to its users. Where other platforms filter out such options, forwarders on CargoMART are instantly in the know and can quickly make an offline booking (via call for example) for such shipments.

"We're thrilled to be announcing the partnership between Turkish Cargo and CargoAi, as this will

significantly increase Turkish Airlines' cargo revenue opportunities from a 360 perspective. By providing full visibility throughout the airfreight procurement process, we continue our mission to bring the best digital booking experience that CargoMART offers to our joint customers," said Matt Petot, CEO of CargoAi.

Users of CargoMART benefit from searching for real-time schedules, bulk quoting, e-booking, the ability to track and trace each shipment, as well as CargoAi's Cargo2ZERO sustainable features to support the air cargo industry's decarbonization mission.

Following the successful pilot launch, Turkish Cargo will expand its offering on CargoAi worldwide. The worldwide rollout will allow the full visibility and booking of all its routes to more than 6,000 freight forwarders across 63 countries who regularly use CargoAi's marketplace, CargoMART.



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Coyne Airways joins Airblox to trade cargo capacity using electronic Block Space Agreements



Larry Coyne

“Coyne Airways is delighted to partner with Airblox, which is an exciting innovation for the airline industry to help airlines and customers optimize capacity and increase efficiency,” said Larry Coyne, Founder and Chief Executive Officer CEO, Coyne Airways.

Chicago, Illinois, USA and London, UK: London-headquartered Coyne Airways announced it has started listing freighter capacity with Airblox.com, an online marketplace enabling brokers, freight forwarders, and airlines to trade cargo capacity in the form of standardized electronic Block Space Agreements (eBSAs™).

The fintech platform currently lists over 2000 lanes, providing predictive analytics and pricing forecast on major cargo routes.

Coyne Airways is a leading cargo airline providing specialized all-round solutions for transporting pharmaceuticals, fresh produce, live animals, and heavy and oversized shipments.

“Coyne Airways is delighted to partner with Airblox, which is an exciting innovation for the airline industry to help airlines and customers optimize capacity and increase efficiency,” said Larry Coyne, Founder and Chief Executive Officer (CEO), Coyne Airways.

“We, like Airblox, are dedicated to providing consumers with the air capacity they require on the terms that best suit them – whether on a block space or per kilo basis. We look forward to providing access to our scheduled lanes and empty legs on the platform.”

The airline, which was established in 1994, specializes in services to Armenia, Georgia, Afghanistan, Iraq, and a growing number of African destinations, together with charter services worldwide.

Through its extensive interline network, Coyne is able to move cargo between virtually any global gateway and its network destinations on a single IATA air waybill, providing reliable and secure air cargo services to some of the world’s most difficult to reach destinations.

Airblox has been expanding its customer base and has signed on Vietnamese freight forwarder HPW Cargo as well as French air charter expert Avico to its platform this year.



Erbil, Iraq: Leading global air and travel services provider dnata has begun construction work for its \$14 million new 20,000 m2 cargo warehouse at Erbil International Airport (EBL).

The project, scheduled for completion in September 2024 will significantly increase the dnata’s capacity at EBL.

dnata’s latest expansion follows the opening of a new, advanced cool chain facility and a bus maintenance facility in 2022 at EBL. The company currently provides ground handling and cargo services to over 25 airlines with a team of over 400 aviation professionals.

“We are delighted to expand our operations in response

dnata breaks ground on US\$ 14 million cargo warehouse in Erbil, Iraq

to the growing demand for our reliable and safe cargo services in Erbil,” said dnata’s Senior Vice President for UAE and Iraq Airport Operations, Jaffar Dawood. “Our new facility will incorporate cutting-edge technologies and the latest carbon reduction initiatives in design and operation, ensuring the highest level of operational and environmental efficiency for our customers. We stay committed to the Iraqi aviation industry and continue to invest in our operations to contribute to the development of Erbil as a regional cargo hub.”

dnata’s newest cargo facility will be capable of processing 100,000 tonnes of cargo annually, including perishables, pharmaceuticals and dangerous goods. dnata says it will implement its advanced ‘OneCargo’ system within the facility, digitising processes and maximising efficiencies across its cargo operations in Iraq.

The facility will be equipped with the latest technologies, including thermal insulation to reduce the building’s environmental impact by maintaining low CO2 manufacturing emissions and operating costs. Additional, environmentally sustainable features include a water harvesting system, which recycles condensed water, low energy skylighting, and an all-electric forklift fleet.

As one of the world’s leading air and services providers, dnata provides quality and reliable ground handling, cargo, catering and retail services at over 120 airports in 19 countries.

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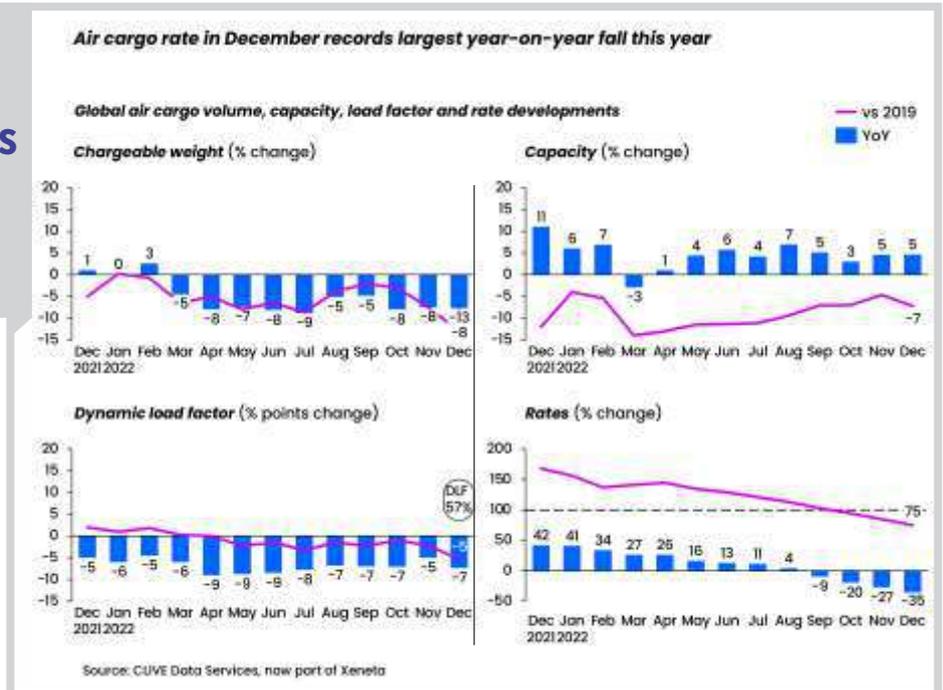
CLIVE Data: A 'glass half full' for all air cargo stakeholders as 2022 bows out with less demand and lower rates

LONDON, UK: A turbulent 2022 for the global air cargo market ended in December with a 'win/win' outcome for airlines, forwarders and shippers as chargeable weight fell -8% on a year ago and the general airfreight spot rate registered its largest year-on-year decline of 35%, but overall average rates remained 75% above the pre-covid level, according to weekly market analysis by CLIVE Data Services, part of Xeneta.

The -8% fall in global air cargo volumes represented the 10th consecutive month of lower demand, down -13% compared to 2019, at a time when available airfreight capacity continued to restore above last year's level. Capacity in December 2022 recovered to 93% of the 2019 level.

CLIVE's 'dynamic load factor,' which measures the volume and weight perspectives of cargo flown and capacity available to provide a true indication of market performance, declined -7% pts year-over-year to 57% and was -5% pts below the figure for December 2019.

"It would be easy to take a pessimistic view of the global air cargo market's downturn, but this would ignore where it has come from. There is little use comparing it to the same time last year because then we had no Ukraine conflict, no high energy prices, no soaring interest rates, nor the impact of



the subsequent cost-of-living pressures," commented Niall van de Wouw, Chief Airfreight Officer at Xeneta.

"So, based on the global environment we see right now, airlines are still achieving rates 75% higher than pre-Covid. That indicates the glass is very much still half full. If, in January 2020, you had asked airline executives if they'd like to see airfreight rates across the Atlantic or from Asia Pacific 75% higher, we would have heard a unanimous 'yes'. The difference now is that there's less pressure if you're a shipper, even though you're still paying more. In terms of the long-term sustainability of the air cargo supply chain, this will help," he added.

Airfreight spot rates on top volume corridors declined more sharply in December. Outbound Asia Pacific spot rates have been falling for eight consecutive months, with spot rates from Asia Pacific to North America of USD 5.38 per kg for the final month of the year down 13% since October. This represented a -58% decline on a year ago but remained 87% above the 2019 level.

Uncertain times and outcomes

On the Asia Pacific to Europe corridor, the average December spot rate dropped 10% compared to October to USD 4.67 per kg, -46% year-on-year but, again, remaining a strong 92% above the pre-pandemic level.

Reducing winter flight schedules contributed to some resilience to this year's market headwinds on the Europe to North America corridor. December's airfreight

spot rate stood at USD 3.25 per kg, up 7% over the October level. Replicating the market trends on the other main lanes, this rate was -46% versus a year ago but still 80% up on 2019.

What lies ahead remains uncertain. After a surprisingly strong start for the air cargo market in January 2022, this new year will likely be impacted by the earlier Chinese New Year and growing concerns of rising Covid levels which, in China, is already impacting some factory production.

"Of course, we wish the air cargo industry a very happy New Year, but it's clear it remains in a very unpredictable state given world events. We don't see demand recovering quickly because of what is happening around the world, but we do expect to see supply continuing to come back into the market. This, of course, will put further pressure on load factors and rates. So, we struggle to see where the tailwinds will come from, but looking at the broader perspective, we still see a very efficient air cargo market, especially when compared to the 70-80% fall in ocean rates in the past 8-9 months," van de Wouw noted.

"The fact that the airfreight domain is more competitive and more fragmented on the supply side meant rates didn't go as crazy as we saw with ocean container prices, so the decline, now airfreight volumes are lower, is more gradual. Air cargo is much stronger than it was pre-Covid, but the current direction of the market means there is some degree of good news for everyone," he added.

Lufthansa Cargo donates proceeds from Clean Up Day and Fanshop sales to Cargo Human Care e.V.

FRANKFURT, Germany: For more than a decade now, Lufthansa Cargo has been supporting the many projects of the nonprofit group Cargo Human Care e.V. (CHC) and this year, demonstrated once more its commitment during an internal company Clean-Up Day and Fanshop sales, raising EUR 10,841 for people in need in Kenya.

Lufthansa Cargo managed to raise EUR 10,841 to be donated to Cargo Human Care thanks to two initiatives. During an internal company Clean Up Day on December 1, 2022, the company raised EUR 5,841 which will benefit the orphanage "Mothers' Mercy Home" 20 kilometers north of Nairobi, where up to 120 children live and receive medical care as well as schooling.

Additionally, Lufthansa Cargo is supporting the education of 19 students in the Kenyan village of Karare near Marsabit in the north of the country with an additional donation of EUR 5,000. The "Wings

Academy" school there has already existed for 10 years on the basis of CHC's initiative.

Most recently, proceeds from an office city run in the summer of 2022 made it possible to finance on-site accommodation for the students. Now the focus is on enabling 19 eighth-grade children to attend a four-year secondary school.



The initiative to provide young girls from the catchment area of two schools in Marsabit County with reusable sanitary bags is also being supported. The aim is also to create opportunities to produce these hygiene products locally in the future.

The donation is based on proceeds from the sale of merchandising products from the Lufthansa Cargo Fanshop, including aircraft models and branded clothing. In addition, new product designs for an upcycling collection were created for the first time from former cargo containers and belts.

Fokko Doyen, founding member and 1st Chairman of Cargo Human Care e.V., shared: "The people in the remote regions in Kenya that we regularly visit are dependent on our help. Drought and limited availability of relief supplies make life much more difficult for the people there. Only through education do children from this region have a chance of a better future, so we are using the current donation exclusively for the orphanage, for school sponsorships and to provide young girls with hygiene products so that they can continue to attend classes regularly."

Cargo Human Care has been supporting aid projects in Kenya for more than 15 years. The association was founded by Lufthansa Cargo employees and doctors from Germany. Since then, they have succeeded in building an orphanage, a medical station and a home for young people, thus promoting educational opportunities and ensuring medical care in remote and low-income regions of Kenya.

Doctors also regularly travel to Nairobi with the support of Lufthansa Cargo to provide assistance at the Medical Center.



Magma Aviation ships for free 1000 kg of plastic-free biodegradable flip-flops for UK charity Sea Sens

reduce plastic pollution whilst also providing a vital income for plastic collectors in developing countries.

Logistics are crucially important for Sea Sense, as the more cost-effective and efficient the process, the more funds and time they can dedicate to plastic collection. Magma Aviation stepped in to donate their time and resources in transporting the flip flops from the point of manufacture in Fuzhou, China to the point of sale in the United Kingdom using multimodal transport solutions.

"We are grateful for Magma Aviation's efficiency and their eagerness to assist our cause. By donating their time and resources we were able to transport our flip flops across the world quickly, and as a result we have been able to free up funds to employ more plastic collectors in Sierra Leone, providing them with a truly vital income," said Sea Sense Founder Luke McMillan.

Magma Aviation Operations Manager James Le Poer Trench commented: "We had two priorities with this charter: the first was to ensure the transport was as quick and easy as possible, reducing Sea Sense's lead time. The second was that Magma Aviation would pay for the transport, end-to-end. Profits from each pair of flip flops enable 500 ocean-bound plastic bottles to be removed from some of the world's most polluted waterways and coastlines, so we are delighted to have transported over one tonne of flip flops to their point of sale to fund this amazing endeavour."

GATWICK, ENGLAND: Specialist air cargo management company, Magma Aviation, says it has transported over 1000kg of flip flops on a pro bono basis for UK-based Non-Profit Sea Sense.

Sea Sense produces plastic-free biodegradable flip flops, of which the sales fund the prevention of plastics from reaching our oceans. They work with grassroots organisations and communities in Sierra Leone, Kenya and Indonesia to

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Gulf Air extends partnership with Unilode for another 10 years

ZURICH, SWITZERLAND: Gulf Air, the national carrier of the Kingdom of Bahrain and the World's Most Improved Airline 2022, and Unilode Aviation Solutions, the market leader in outsourced unit load device (ULD) management, repair and digital services, announce the renewal of their longstanding ULD management partnership for another 10-year term.

Gulf Air awarded the management of its ULD fleet to Unilode in 2011. Since then, Unilode has supported the airline's significant fleet growth and route network extension with global ULD supply, management, maintenance and digital services as well as accessories management, led by a dedicated local customer success management team and supported by the global Operations Control Centre.

The renewed agreement will see Unilode continue to supply pallets, and lighter weight and more durable AKE containers from its ULD pool to Gulf Air for increased synergies and sustainability benefits.



Unilode will also provide speciality containers, which will be dedicated for Gulf Air's exclusive use.

Gulf Air Chief Executive Officer, Captain Waleed Al Alawi, commented: "Gulf Air is committed to being an industry leader and embracing innovative technologies, and Unilode's digital ULD fleet enables our airline to enhance the services offered to our passengers and customers. For the success of our airline, it is important to collaborate with strategic partners who share our values and vision, and we are pleased to be able to continue our strong relationship with Unilode's team and ULD solutions for another 10 years."

Unilode Chief Executive Officer, Ross Marino, said: "Gulf Air is one of Unilode's most loyal ULD management customers, and we are pleased with the extension of our partnership until 2032. Gulf Air is well-known in the industry for its focus on customers and its continuous improvement, and we are proud that Unilode has been able to contribute to its growth and success."

Tirana / Lauterach: Gebrüder Weiss opened a new location in the Albanian capital of Tirana, thereby, closing the geographical gap between Montenegro and North Macedonia and enabling the international transport and logistics company to expand its transport connections in South-Eastern Europe.

Gebrüder Weiss locations in the West Balkans include Albania, Bosnia-Herzegovina, Montenegro, North Macedonia and Serbia.

"There has been a sharp rise in transports to and from Albania over the past decade, with the majority of imported goods coming from the European Union. It is our aim with the location in Tirana, the country's most important transport hub, to offer customers from industry and trade in the EU direct connections to and from Albania," said Thomas Moser, Director and Regional Manager Black Sea/CIS at Gebrüder Weiss.

The conditions are promising: The logistics service provider has a well-developed land transport network in neighboring countries and in Central and Eastern Europe. "The first step will involve us expanding the existing groupage freight line between North

Gebrüder Weiss opens new centre in Albania



Macedonia (Skopje) and Albania in both directions. There are also plans to establish new connections to Albania's main trading partner, Italy," said Dorina Islami, Country Manager of Albania at Gebrüder Weiss.

Albania's economic outlook has brightened again following the coronavirus pandemic, with an expected growth of around three percent for 2023. Imports such as food, machinery, chemicals, and textiles make up the majority of the country's balance of trade. Exports to the European Union, with a free trade agreement in place since 2009, include clothing and food, iron and steel, and other raw and construction materials.



Nabil Sultan, Emirates Divisional Senior Vice President, Cargo, left, with Matthieu Casey, Managing Director Commercial, Air Canada Cargo. Image Credit: Emirates SkyCargo

SkyCargo and Air Canada Cargo Sign Agreement to Enhance Networks and Reach

Dubai, UAE: Emirates SkyCargo and Air Canada Cargo have recently signed a Memorandum of Understanding (MoU) to deliver more benefits to their air freight customers around the world.

The MoU, which builds on the airlines' strategic commercial partnership announced last year, was signed at Emirates Headquarters in Dubai, UAE by Nabil Sultan, Emirates Divisional Senior Vice President, Cargo and Matthieu Casey, Managing Director Commercial, Air Canada Cargo.

Under the terms of the MoU, Emirates SkyCargo and Air Canada Cargo will work closely on a number of initiatives, which include expanding cargo interline options and block space agreements, pending any required regulatory approvals. These enhancements aim to offer freight customers of both airlines access to more capacity on a larger combined global network.

SkyCargo will have access to over 60 cities in Canada and more than 150 cities across five continents through Air Canada Cargo, thanks to a fleet of Boeing 767 freighters and including in the belly-hold capacity of Air Canada's scheduled passenger flights. In return, Air Canada Cargo will have access to Emirates SkyCargo's high frequency distribution network through the belly-hold of Emirates scheduled passenger flights to over 140 global destinations, as well as the additional capacity offered by 11 freighters currently in the Emirates fleet.

Both airlines bring particular experience in handling unique cargo, such as oil and gas drilling equipment, car parts and pharmaceuticals on their dedicated fleet of freighters or passenger aircraft.

"Emirates SkyCargo is committed to being a leading player in the global air cargo industry providing our customers with the highest standards of products and services. Cooperating with Air Canada Cargo will offer our clients' added value through more rapid reach to new destinations in Canada via our Toronto and US gateways," said Nabil Sultan, Emirates Divisional Senior Vice President, Cargo.

Matthieu Casey, Managing Director, Commercial, at Air Canada Cargo, for his part, said: "We are thrilled to be further strengthening our cargo relationship with Emirates SkyCargo. This agreement enables both carriers to work more closely to optimize our respective freighter and belly capacity throughout each of our extensive and complementing global networks. Customers will benefit from these additional synergies by having access to an even greater array of options, destinations and streamlined handling when shipping globally."

Since announcing their strategic partnership in 2022, Emirates and Air Canada have implemented a passenger codeshare agreement that spans 46 destinations across North America, the Middle East, Asia and Africa, and have launched a Loyalty program partnership to allow Skywards and Aeroplan members to earn and redeem Miles and Points on all flights operated by Emirates and Air Canada, respectively.



Ian Pelley

Saudi investing \$2.4 billion in a new venture with DP World

three UAE assets, following the first tranche US\$5 billion investment which successfully closed in June 2022.

Jebel Ali Port, Jebel Ali Free Zone and National Industries Park together comprise a best-in-class group of infrastructure assets, with a solid long-term track record of growth. Combined, they form a world-class integrated ecosystem for the supply and logistics chains of over 8,700 companies from around the world, serving more than 3.5 billion people globally. The three assets will remain fully consolidated businesses within the DP World Group, and their day-to-day operations, customers, service providers and employees will not be affected.

The Addleshaw Goddard team, led by partner Ian Le Pelley, acted as co-advisers to DP World alongside Clifford Chance. The DP World legal team was led by James Pointon, with assistance from Angela Wang.

"It was a real pleasure advising DP World on this complex second tranche investment in three of their key UAE assets. Jebel Ali Port is the largest international gateway port in the Middle East, and Jebel Ali Free Zone is the largest free zone, and these critical infrastructure assets play an important role in the global economy. This partnership will serve to enhance DP World's assets and allow DP World to capture the significant growth potential of the wider market. In addition, the investment will further strengthen DP World's balance sheet and support its target of achieving a strong investment-grade rating for the DP World group," Pelley said in a statement.

Dubai, United Arab Emirates: Saudi Arabia-based Hassana Investment Company, on behalf of the Saudi Arabian pension and social insurance organization, General Organization of Social Insurance, will invest approximately US\$2.4 billion in a new joint venture with DP World, through which it will hold a stake of approximately 10.2% in Jebel Ali Port, Jebel Ali Free Zone, and the National Industries Park.

The investment by Hassana implies a total enterprise value of approximately US\$23 billion for the three flagship assets.

This investment is the second tranche of the sale by DP World, a global infrastructure-led supply chain solutions provider, of a strategic minority stake in these

CEVA Logistics integrates GEFCO brand with its growing global business

MARSEILLE, France: The GEFCO brand built in 1949 by French automaker Peugeot is now CEVA Logistics. With their integration, a dedicated Finished Vehicle Logistics (FVL) organization has been created.

The French automotive logistics specialist was acquired in July 2022 by the CMA CGM Group, a global player in sea, land, air and logistics solutions, to which CEVA Logistics belongs.

GEFCO's remaining business, mostly in contract logistics and ground transportation, is being integrated into CEVA's existing operations. CEVA says it plans to finish integration activities and replace the GEFCO brand worldwide in 2023.

CEVA Logistics offers a full range of global logistics and supply chain services, including contract logistics and air, ocean, ground and finished vehicle transport. With the acquisition and integration of GEFCO, CEVA is now the largest France-based logistics company and a global leader in automotive logistics solutions. The company moved its global headquarters to Marseille in 2019.

Former GEFCO COO Emmanuel Cheremetinski will lead the new product organization, leading a global team of about 4,000 employees.

GEFCO's former FVL division transported approximately 4 million vehicles a year using its fleet of 1,600 trucks, nearly 3,000 vehicle transport wagons and more than 100 vehicle compounds. CEVA's existing FVL solutions in limited geographies have been integrated into the new product organization.



Prior to the GEFCO acquisition, CEVA already supported 14 of the top 15 global automotive manufacturers and many global automotive parts suppliers with logistics solutions, including inbound to manufacturing, component and aftermarket services. With the addition of full vehicle distribution and transport, CEVA can offer full lifecycle solutions to the global automotive industry.

"Our promise of Responsive Logistics requires high levels of industry know-how, so we are growing in both scale and expertise to co-create value with our customers. With our new CEVA colleagues who came from GEFCO, we are able to offer extensive global capabilities to a wide range of industries, including the automotive industry. Backed by the CMA CGM Group, we expect our growth to continue as we target becoming a Top 3 global 3PL," said Mathieu Friedberg, CEO, CEVA Logistics.

Guillaume Col, Deputy CEO, Regions and Products, CEVA Logistics, noted: "With the automotive industry undergoing significant transformation, integrating a mature finished vehicle organization puts CEVA in a very strong position. With a unique depth of expertise and solutions at all stages of the automotive supply chain, we are already developing comprehensive, end-to-end solutions for this sector."



Astral Aviation Africa's link to the world

Astral Aviation rose to the challenge by serving as many as 40 countries in Africa, benefitting numerous communities with basic things needed to prevent the spread of the virus and treat those already infected. When COVID-19 vaccines were rolled out, the airline was also among the first in the region to serve its people.

By Gemma Q. Casas



Africa is vast and rich with natural resources. It has gold, diamonds, oil & gas, various minerals, water, arable land, forests and wildlife, among many others, spread over the continent's 54 nations. But few foreign investors have ventured into business there due to concerns over security, lack of infrastructure, market volatility and so on.

But the Kenya-based Astral Aviation was undeterred. It was among the companies that dared to do business in Africa, pioneering in the aviation sector in 2000. It was the brainchild of the UK-educated Indian-descent entrepreneur, Sanjeev Gadhia, who saw the need for a cargo carrier to help transport humanitarian efforts to the continent and bring relief to those who badly needed it.

His business venture paid off, providing not just humanitarian aid, but also enabling the continent to trade globally via Astral Aviation's expanding services which now include drone transportation across Africa.

Frontline during the pandemic

African countries were among the areas heavily affected during the pandemic due to limited resources and access to mobility. Many of its airports were closed for a long time and aviation restrictions were imposed in accordance with global

policy at that time.

But Astral Aviation rose to the challenge by serving as many as 40 countries in Africa, benefitting numerous communities with basic things needed to prevent the spread of the virus and treat those already infected. When COVID-19 vaccines were rolled out, the airline was also among the first in the region to serve its people.

"Astral Aviation did well at the peak of the Covid pandemic, with a renewed focus in ensuring the un-interruption of our scheduled services for perishables, in addition to our existing scheduled services from the Nairobi Hub to the Intra-African network," said Gadhia.

"Operating during the pandemic had its challenges due to the closure of many airports in Africa along with crew restrictions on some of our routes. We

“Astral Aviation did well at the peak of the Covid pandemic, with a renewed focus in ensuring the un-interruption of our scheduled services for perishables, in addition to our existing scheduled services from the Nairobi Hub to the Intra-African network.”

Sanjeev Gadhia

Founder & CEO, Astral Aviation



were honored to be of service to the continent by moving hundreds of flights to and within Africa carrying PPE's, hospital equipment and oxygen concentrators including an entire plant, which was followed by vaccines and syringes to over 40 of the 54 countries in Africa," he added.

The Astral Aviation founder and CEO recalled one of his most memorable memories during the pandemic was when the airline successfully transported close to 900,000 doses of COVID-19 Covishield vaccines from Johannesburg, South Africa to more than 16 countries across Africa in less than 48 hours.

"We have had many memorable experiences during the pandemic, but one that brings joy was to uplift under 900,000 doses of Covid-19 Covishield Vaccines from Johannesburg to over 16 countries in Africa on a CRJ200P2F which was achieved in less than 48 hours," he shared.

The perishables sector, which include cut flowers and vegetables, heavily struggled during the period due to restrictions to enter its primary market, Europe. Passenger flights were also restricted at that time.

"The impact of the pandemic on the aviation sector in Africa was felt greatly by the perishables sector, which had restricted capacity in 2020 and 2021 arising out of a limited resumption of passenger flights to and from Europe. The inbound sector from China to Africa has been affected due to lack of direct or in-direct capacity hence the rates are at historical highs, which has affected e-commerce and mobile phones shipments bound for Africa," Gadhia explained.

Adding, "African airlines made significant attempts to improve capacity by converting passenger aircrafts into passenger freighters which made a difference in key routes into Europe and Middle East."

2022 and beyond

Gadhia described 2022 as a "great year for Astral" as the airline took delivery of two new B757 freighters, increasing its fleet capacity.



“We took delivery of our two B757F which were leased from Aquila Air Capital. The Intra-African market has been relatively stable while our cargo flights to and via Dubai experienced growth in perishables which were performed on the B767-200F,” he said.

“The last quarter of 2022 was difficult due to a reduction in the volumes into Africa due to the effect of the post-Covid and global recession in addition to the reduction of output from China to Africa, which was the fastest growing trade lane in the world for air-cargo,” he added.

Over the last three months, Astral Aviation had successfully forged new partnerships which could boost its business outcome this year. This includes code-share agreement with Kenya Airways (on UAE-Kenya route); Appointment of GSA in Europe, UK and USA with Air Logistics Group; MoU with Etihad Cargo expand their existing partnership and enhance cooperation between Abu Dhabi and Nairobi, and; agreement with Abu Dhabi Airports Company for direct scheduled flights from Nairobi to Abu Dhabi.

Africa, heart of Astral

With Astral’s heart focused on Africa, Gadhia lamented the continent wasn’t a priority during the pandemic despite its vast proportion of in terms of global land area and population. Add to the continent’s woes are problems with corruption and bureaucracy.

“Sadly, Africa’s problems are “left for the end” as this has been experienced during the pandemic when Africa received PPE’s and Covid-19 vaccines later than the rest of the world. On a positive note, this enables the continent to manage its own problems using a combination of innovation and resilience which enables it to deal with the crisis, with the lowest levels of infections and deaths, and the fastest recovery.

“Indeed, Africa is blessed with all the world’s agricultural and mineral resources, but the mis-management of these resources has resulted in complex problems, which has resulted in it being dependent on the West and East for its survival,” said Gadhia.

But recent global events highlighting Africa’s importance to geopolitics

may change its fortune in the future.

“This is however changing due to a number of initiatives which includes the African Continental Free Trade Area which will result in deeper economic integration and will attract investment, boost trade, provide better jobs, reduce poverty, and increase shared prosperity in Africa,” said Gadhia.

He said the company will forever cherish Africa for it was where it all began, saying, “Africa will always be the heart for Astral Aviation as it credits the continent for its birth and significant growth. The Nairobi Hub which has been operational for 23 years will continue to expand with new destinations, while the new Johannesburg Hub will go live in April 2023 with a number of new scheduled routes within Southern Africa, while the new Lome Hub will go live by mid-2023 with a number of new scheduled routes within Western Africa.”

“Due to the size of the continent, it’s prudent to have a Pan African network which will enable Astral to offer scheduled freighter services to over 30 destinations in Africa,” he added.

Other important markets

Gadhia said the Middle East, the United Arab Emirates, remains an important strategic part of Astral Aviation’s operations. Saudi Arabia, which is reforming its economic system, is also emerging as an important market for the airline.

“The Middle East continues to be of strategic importance to Astral Aviation, as it will expand its UAE network with flights to and from DWC and Abu Dhabi, with perishables cargoes from Africa to the UAE, and with return cargo comprising of general cargo, trader traffic and e-commerce shipments,” he said.

“Astral has plans to expand its flights into the Kingdom of Saudi Arabia with scheduled flights for perishables into the Kingdom which it expects to commence in Q2/2023.”

In North America, Astral will continue to rely on its interline partners to move cargoes from the US into Liege in Belgium for onward connectivity to Africa, said Gadhia.



Etiha Cargo signs MoU with Astral Aviation to expand African network

- As part of Astral Aviation's expanding partnership with Abu Dhabi, the airline will operate a number of flights between Abu Dhabi and Nairobi
- Etihad Cargo and Astral Aviation will share up to 50 percent of all available capacity on additional flights between Nairobi and Abu Dhabi which begins on 01 April 2023
- The agreement demonstrates Etihad Cargo's commitment to partnerships that expand the carrier's global network and will increase the cargo capacity available to its customers in the African market

In Europe, the airline will continue to operate scheduled flights to Africa from its Liege Hub in Belgium which has been in operations for over 10 years.

Below is the rest of our e-mail interview with Astral Aviation's Founder and CEO on a number of other issues.

What do you think are the biggest challenges this year for the global air cargo industry and how is the company dealing with it?

The biggest challenge facing the global air-cargo industry is a combination of high fuel prices, drop in volumes and yields, in addition to weakened output from China, however, we remain optimistic of recovery by mid-2023.

Astral has slowed down its fleet expansion in 2023/4 by differing some of its deliveries while optimizing its current fleet and resources, in addition to keeping control on its overheads.

Problems related to climate change has gone from bad to worse all over the planet in recent years. How is Astral Aviation helping to tackle this issue?

Astral Aviation was the first airline in Africa to join the TIACA BlueSky program which was launched in 2022 and is a tool that the entire air cargo industry can use to track their

sustainability progress, benchmark against peers and accelerate the industry transformation.

The first phase of the program comprises an evidence-based desktop verification process in which participants can assess their progress against eight critical sustainability criteria, including decarbonization, waste elimination, biodiversity protection, support for local economies and communities, impact on society improvement, efficiency and profitability, employee engagement, retention and development, and partnership building.

Upon completion of the tailored assessment process, Astral will receive a personalized dashboard which displays the carrier's performance against the criteria. Later phases of the program will include the option for a full onsite audit with an in-depth report that highlights areas for improvement.

Your subsidiary Astral Aerial has taken on a very special role in transporting vital goods through drones throughout the continent. Please tell us more about the company & some of its biggest accomplishments so far.

Astral Aerial, under the leadership of my eldest son, Kush, has been in the forefront of drone-technology in Kenya which is being scaled to the neighboring region.

While the initial focus was to utilize drones for last mile delivery, which is a project which has been delayed due to regulatory factors, Astral Aerial is a market leader in commercial solutions in Agriculture and Aerial Mapping to a number of clients

It has entered into various partnerships recently with Skypports, Swoop.aero, Reliable Robotics and will collaborate with global technology companies in Africa

What's your hope for Africa given the current global bleak outlook?

Africa has been through many ups and downs, and will maintain stability despite the current recession caused by the crisis in Ukraine and the slowdown in China.

African companies have been quick to adapt to the China syndrome by producing locally and will continue to be the fastest growing region in the world and will attract enormous investments.

The African Continental, established in 2018, will create the world's largest free trade area, bringing transformative change and tremendous opportunity to African economies and business environments. Its adoption and implementation will accelerate intra-African trade and develop regional and local value chains, creating new business dynamics that offer investors access to a population of 1.7 billion people.

Four sectors—the automotive industry, agriculture and agro-processing, pharmaceuticals, & transportation and logistics—are expected to accelerate in production and trade volumes under the AfCFTA (The African Continental Free Trade Area).



AI continues to transform and disrupt air cargo industry for the better

By R. Chandrakanth

BM has defined Artificial Intelligence (AI) as a field, which combines computer science and robust datasets, to enable problem-solving. AI leverages computers and machines to mimic the problem-solving and decision-making capabilities of the human mind.

AI, as we know today, is of fairly recent origin, though in 1935, English mathematician, logician and cryptographer Alan Mathison Turing described an abstract computing machine consisting of a limitless memory with problem-solving capabilities.

The past decade saw AI grow phenomenally and now the reach is far and wide, positively impacting all verticals. Logistics, of which air cargo is a key segment, is no exception as businesses are becoming smarter by the day, driven by data science. Data and how rapidly it is processed is key in the present-day scenario.

Using robust datasets, AI is truly a transformative technology helping businesses achieve better outcomes. The air cargo sector just cannot ignore AI, as it has become catalyst of improved supply chain efficiencies, on-time-performance, cost-optimisation, enhanced customer experience, scale, solving supply chain logjams etc. No wonder, AI software revenue is set to touch about \$90 billion by 2025, according to Omdia global research firm.

Airlines transport 35% of global trade by value

The need for AI and other technologies can be understood by the fact that airlines transport over 52 million metric tons of goods a year, representing over 35% of global trade by value but less than 1% of world trade by volume.

According to the International Air Transport Association (IATA), this is equivalent to \$6.8 trillion worth of goods annually, or \$18.6 billion worth of goods every day. With massive amounts of air cargo being shipped worldwide and so many different parties involved in the supply, it becomes imperative to deploy technologies, not just for speed, but also to ensure almost error-free shipments. This is where AI is positioned to help the air cargo sector in having seamless movement of goods from origin to destination.

AI solutions improve logistics costs by 15%: McKinsey

The good news is that AI-based solutions are available and accessible to help companies achieve next-level performance in supply-chain management.

AI solution features include demand-forecasting models, end-to-end transparency, integrated business planning, dynamic planning optimization, and automation of the physical flow—all of which build on prediction models and correlation analysis to better understand causes and effects in supply chains.

Successfully implementing AI-enabled supply-chain management has enabled early adopters to improve logistics costs by 15 percent, inventory levels by 35 percent, and service levels by 65 percent, compared with slower-moving competitors, global research consultancy McKinsey states.

Automating sales prediction

For any business to grow, predictive sales is a clincher and automating that has benefits aplenty. eCommerce has shown the way,



Chatbots, VPAs the first step

The air cargo sector cannot overlook these benefits. Air cargo broadly involves a shipper, a forwarder, a transporter (surface transport), an airline (or carrier), a warehouse, and a consignee. Leaving aside the consignor (shipper) and the consignee in the cycle, all others are potential AI users. The forwarder, the transporter, the carrier, and the warehouse can be interlinked to provide the customer at his or her finger tips tracking and trace facility.

Chatbots and AI-powered virtual personal assistants (VPAs) which have been in vogue for some time now, allow air cargo operators to better engage with customers, 24/7. Air cargo operators can begin by automating frequently asked questions (FAQs) and when the chatbot does not have an answer, it can transfer the users to an executive for further resolution.

VPAs are generally more advanced and use Natural Language Processing (NLP) to interact with customers online to a greater degree and assist them with various tasks. Google Assistant, Nina, Siri, Cortana to name a few are popular intelligent personal assistants which answer customer queries and perform actions via voice commands using a natural language user interface. Personalization technologies offer customers a more personalized and customized shipping experience, making them probable repeat shippers.

capturing customer behavior at various points of interface. With the data it generates, businesses now can efficiently organize and manage warehouse inventory, making sure they're fully stocked with products / solutions currently in high demand.

In this highly competitive environment and with wafer-thin margins, dynamic pricing or demand pricing can help logistics companies. Based on market movements, algorithms factor in various parameters such as supply and demand, time-based pricing, key value items-based pricing, competition etc to provide AI-driven dynamic pricing.

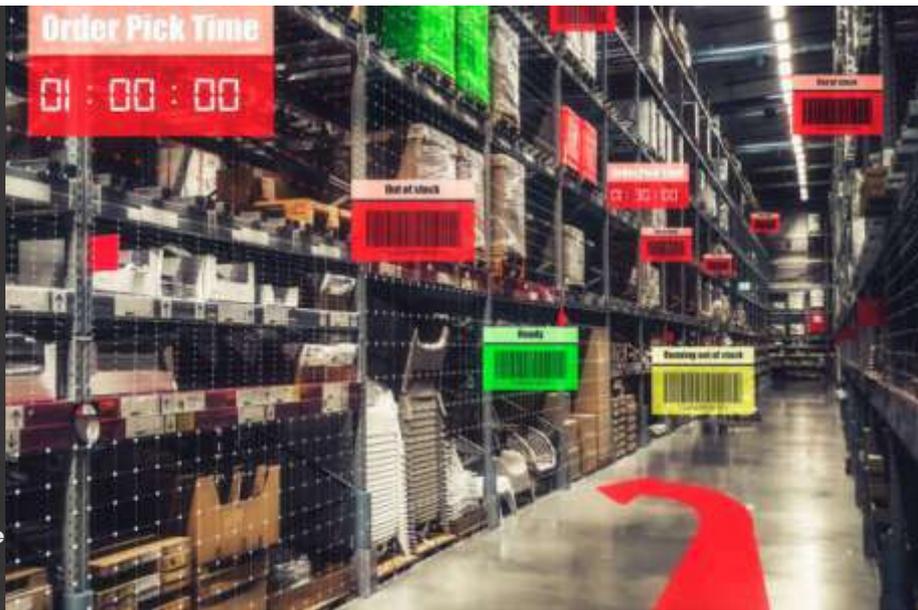
With this, the air cargo operator can dynamically recommend products and set prices that appeal to customers while keeping an eye on profits. AI-based technologies can generate better forecasts than professionals, resulting in lower inventory and efficient and easier warehouse management.



Computer vision in tracking

A well-managed warehouse relies on computer vision, highly critical during loading and unloading trucks, giving a clear picture of what went into a truck at the origin and what gets unloaded at the destination, thus making employees accountable, preventing lost-in-transit issues, etc.

Computer vision tracks warehouse items without RFID tags and that is a big advantage as there have been issues with lost tags, incorrectly assigned tags, broken or non-functioning tags etc. It also enables the goods to be identified and organized, irrespective of the number of warehouses the air cargo operator may have.



DHLBots sorting capacity increases by 40%

In express logistics, AI-powered sorting robots are becoming a game-changer, increasing sorting capacity by some 40% or more.

For example, DHL has partnered with Dorabot, an AI-powered robotic solution provider, to integrate “DHLBots” into its hubs and gateways. After a successful pilot project in Miami, Florida (USA), it is equipping facilities in two Asia Pacific countries with DHLBots. Capable of sorting over 1,000 small parcels per hour with 99% accuracy, DHLBots reduce mis-sorting, removing the need for secondary sorting. This technology comes at a critical time, given the consistent growth in shipment volume across the region.

AI must in air cargo terminals

One area where AI surely comes into play is at the cargo terminal of an airport. Airports such as the Hamad International Airport Cargo Terminal in Doha; Emirates Skycentral at Al Maktoum International Airport, Dubai; Miami International Airport Cargo Hub and many others have AI-driven technologies for seamless movement of goods.

Recently, Lödige Industries, the global leader in air cargo terminals, has installed a new fully automated air cargo terminal at Chengdu Tianfu International Airport, serving Chengdu. The core of the new international cargo facility consists of two elevating transfer vehicles (ETVs) with a five-level, three-directional automated ULD storage and handling system for 227 20ft storage positions, ensuring a smooth and efficient flow of cargo at the cutting-edge airport in Chengdu.

AI is all over and emerging economies are not behind in implementation. For instance, in India, the major metro airports are top class with digital and

AI-technologies at work. Recently, AISATS (Air India SATS Airport Services) introduced the Ground Radar- powered by AI and IoT, resulting in a productivity increase and operational efficiency in ground handling operations.

It also rolled out ‘COSYS+’ a new generation cloud-based cargo management system at the ACTs with features such as a digital workflow engine, the latest messaging platform, and end-to-end track and trace capability. Furthermore, it is in the process of implementing ‘Pharma Tag’ at its Coolport facility to provide end-to-end temperature tracking using IoT Beacon technology.

On the apron efficiencies

The apron is a critical area in air cargo operations and operators need to have data on hand to move goods to specific aircraft and the vehicle used for that purpose. The purpose is to maximize truck capacity utilization with every trip to effectively manage opportunities and risks for a combination of flights.

One of the advantages of AI-driven technologies (intelligent and collaborative robots) is that they can handle dangerous goods, tasks etc that may be unsafe, challenging and even boring. Taking human interaction out of such tasks and deploying robots eliminates risks and improves efficiencies 24/7.

Robots can identify, move, sort, and track inventories, enhancing the modern workforce’s capabilities. Resource management is key in the air cargo sector and AI can help in optimizing the seamless movement of commodities along the supply chain in real time.

Back-office automation

Another key aspect of AI in air cargo would be making life easier in the back-office, taking care of billing, email processing, scheduling, workforce management, and other manual office operations. Automating back-offices not only saves time and money, but improves efficiency and is error-free.

AI’s ability to analyze massive amounts of data, bring total transparency in operations, and effect better decision making and outcomes make AI a potential game changer. The air cargo sector is getting there.

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Green cargo movement is critical to combating climate change

About 45 airlines have so far adopted sustainable fuelling and over 14 billion liters worth of Sustainable Aviation Fuel (SAF) are under different stages of purchase agreements.

By R. Chandrakanth

Aviation accounts for over 2% of global energy-related CO₂ emissions, having grown faster in recent decades than road, rail or shipping. And if no green measures are adopted in the industry, it could continue to negatively impact the planet.

The global air freight market is expanding, projected to reach USD 490 billion by 2030, up from USD 295 billion in 2021 (CAGR of 6%), according to a report from Straits Research. With passenger numbers expected to double to 8.2 billion by 2037, the issue of CO₂ emissions persists, despite ongoing efforts related to low-carbon fuels, improvements in engines and aerodynamics, operational changes, among other things.

Terms such as 'sustainable air cargo', 'green logistics', 'green cargo' and more are gaining currency as the aviation industry is adopting strategies and making investments to ensure that the future of air cargo is aligned with the Sustainable Development Goals (SDGs) or 'Global Goals' of the United Nations.

As shippers, freight forwarders, and their air cargo stakeholders are increasingly demanding precise flight CO₂ emission information, an accurate and standardized calculation methodology is critical, the International Air Transport Association (IATA) has adopted the Air Cargo Carbon Footprint (ACCF) in 2014 and updated in 2021. This cargo CO₂ emissions measurement methodology provides the most accurate calculation results and transparency to everyone interested in understanding the carbon footprint at the shipment level.

Airlines, logistics companies, freight forwarders in the loop

Staying abreast of these initiatives are some air cargo players and leading from the front are giants such as FedEx, UPS, DHL, DB Schenker, Qatar Airways Cargo, Lufthansa Cargo, Seko and a few others. They are aggressively working towards achieving carbon neutrality by 2050 and, going by reports, some of them may achieve that before the deadline.

Take for instance UPS, the world's largest package delivery company, it has 1 million plus cleaner miles driven every day; has purchased 156 million gallons of alternative fuel; and has invested \$1 billion in alternative fuels and advanced technologies.

In August last year, UPS opened in Pennsylvania its fourth largest US distribution hub, home to the largest natural gas fuelling station in UPS's network. The new renewable natural gas (RNG) fuelling station will remove 8 million gallons of diesel fuel per year; help UPS reach 40% alternative fuel in ground operations by 2025; and lower carbon footprint.

UPS 'Green Exporters Program'

Also last year, UPS launched a 'Green Exporters Programme' (GEP), offering training and education to small and medium sized businesses in Mexico, improving supply chain and boosting access to new markets for sustainable products. Currently, the GEP is helping 131 businesses in Mexico and is now expanding the programme to the UK. Sustainably sourced products include sustainable garments such as fabrics made from eco-friendly resources. Getting these green goods to new markets can be tricky, but UPS is there to help businesses navigate the process to access this \$150 billion market.

FedEx's each EV saves 1.3 tons of carbon emissions

Similarly, FedEx Corp in June 2022 received its first 150 electric delivery vehicles from BrightDrop, decarbonizing last-mile delivery. The company plans to transform its entire parcel pickup and delivery (PUD) fleet to all-electric, zero-tailpipe emissions by 2040.

Also in India, FedEx Express deployed 30 Tata Ace EVs in Delhi as part of its larger goal of carbon-neutral operations. FedEx has a goal of converting 50% of its global pickup and delivery vehicle purchases to electric by 2025, with that increasing to 100% by 2030. Each new electric vehicle added to the FedEx fleet is estimated to save up to 1.3 tons of carbon emissions annually.

Lufthansa Cargo's recycled plastic initiative

Lufthansa Cargo is working on becoming the world's most efficient cargo airline. With nearly 99% of its carbon footprint caused by flying, the airline's greatest CO₂-saving potential lies in the air. However, it is working hard to achieve CO₂-neutrality in all its ground processes by 2030. In addition, the airline is constantly looking for new ways to avoid waste and plastic.

Each year, Lufthansa Cargo needs about 500 tons of plastic film worldwide to protect its freight during transport. As part of its sustainability strategy, the company has been working for many years to reduce the need for plastic and to establish the most environmentally friendly handling possible at its approximately 300 stations around the globe.

In September 2022, Lufthansa Cargo became the first cargo airline to use a new type of film that consists of 10 percent recycled plastic and is also one micrometer (one μ) thinner than previous films. This means that about two kilograms less film is needed on each cargo flight.



DB Schenker focusing on green supply chains

DB Schenker, a leading global player in multimodal transportation, deployed its first two electric trucks in Berlin back in 2017. To date, the e-fleet in Europe's largest land transport network has grown to 79 vehicles.

DB Schenker is able to make CO₂-free general cargo deliveries from more than 60 locations across Europe. In 24 European cities, a total of more than 60 cargo bikes are used in urban transport.

DB Schenker is focusing on green supply chains of the future and has already completed over 1.5 million kms with electrically powered trucks in its European land transport network. The logistics company is scaling up its efforts to shift its urban collect and delivery fleet completely to electric drives by 2030.



DHL invests in 'Greenplan' and more

DHL, global logistics player, has invested in 'Greenplan', a route-optimisation planning solution which uses a unique algorithm, even considers local traffic flow and the time of day. DHL has been using electric vehicles for many years now—around 20% of its fleet is zero-emissions vehicles, aiming at electrifying 60% of their ground fleet by 2030.

At DHL, offsetting CO2 is one option, but in-setting is a way how one can really help to reduce CO2. DHL also helps cargo players to reduce Scope 3 footprint, having recently made one of the largest SAF deals in history, with BP and Neste committed to supplying with over 800 million litres until 2026.

Co2 savings on a lifecycle basis for this deal only is estimated to be equivalent to annual greenhouse gas emissions of approx. 400,000 passenger cars. Striving to achieve net-zero by 2050, DHL has since purchased 33 million litres of SAF and plan to modernise their aircraft solutions.

Cool Nordic Cargo Hub

Finnair, Finnish airline, is also making news with the COOL Nordic Cargo Hub at Helsinki airport. The green air cargo terminal design puts environmental sustainability in air cargo front and centre. The terminal construction and design are in line with

BREEAM (Building Research Establishment Environmental Assessment Method) standards.

The hub has 1,200 solar panels providing 10% of the terminal's energy; Critical automated storage area does not require lighting to function; COOL terminal is located next to wide-body aircraft stands to reduce transport time; Truck management system alleviates unnecessary journeys and vehicle idling; Maintenance and waste management schedules are highly optimised to cut down visits; Automation directs COOL terminal forklifts to nearest task; Warehouse automation assigns incoming goods to nearest available storage location; and Dedicated and separated areas for general cargo and temperature-sensitive goods.

Airlines, freight forwarders, logistics companies are all under pressure to reduce greenhouse gas emissions. Presently, about 45 airlines have adopted sustainable fuelling and over 14 billion litres worth of SAF are under different stages of purchase agreements. Indeed, Green air cargo transport thus has become integral to any sustainable growth, besides helping mitigate the climate change issue by reducing the percentage of emissions.

The future of green air cargo transport depends upon how quickly all the stakeholders adopt sustainable practices, both in the air and on the ground. Imagine the amount of pressure on air cargo operators with over 7.4 billion parcels flown around the world each year and with flourishing ecommerce, this is going to get further catapulted, calling for increased investments in green cargo movement. Combating climate change is critical.

Qatar Airways Cargo, first cargo carrier to join IATA Co2nnect platform

Qatar Airways Cargo became the first cargo carrier in 2021 to join the IATA Co2NNECT platform and offer a customised environmental solution for its clients. Kuehne+Nagel, one of the world's leading freight forwarders, was the launch customer for the platform, in line with their commitment to sustainability.

To mark this partnership, on November 1, 2021 Qatar Airways Cargo operated the first carbon-neutral air freight shipments from Doha to Frankfurt, Zaragoza, Liège and Paris.

This new chapter of the voluntary carbon offsetting program, built under an IATA umbrella, establishes an industry milestone to accelerate the decarbonisation of aviation and enables air cargo shipments to become carbon neutral by offering an integrated carbon calculation and offset solution between Qatar Airways, shippers, and freight



forwarders such as Kuehne+Nagel. Itl provides customers assurance that the credits bought to offset these emissions are from projects delivering independently verified carbon reductions, as well as wider environmental and social benefits.

The pilot project was launched on four routes, with plans to extend to the rest of its cargo network of over 60 freighter destinations and over 140 passenger destinations worldwide.

Qatar Airways Group Chief Executive Akbar Al Baker, then said: "As Qatar Airways first launched its carbon offset programme for passengers in 2020, we are pleased to now offer them the option of transporting the air cargo in a CO2 neutral way in the future. Qatar Airways Cargo has always been at the forefront of industry initiatives. I am proud of our efforts to support aviation industry in achieving the ambitious carbon emission reduction targets."

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CARGO INSURANCE: A critical component to protect shipments amid uncertainties

The global cargo transportation insurance market was valued at US\$53 billion in 2021. It is forecast to grow at 3% annually with more shippers seeking protection for their goods amid continuing uncertainties in many parts of the world.

By R. Chandrakanth

Airlines transport over 52 million metric tons of goods a year, representing over 35% of global trade by value but less than 1% of world trade by volume. That is equivalent to \$6.8 trillion worth of goods annually, or \$18.6 billion worth of goods every day, according to the International Air Transport Association (IATA).

That is humongous volume of goods criss-crossing continents and certainly not without risk of delay, damage, loss or destruction, due to factors both internal and external associated with transporting the cargo.

Mc99 single universal treaty

The Montreal Convention 1999 (MC99) establishes airline liability in the case of delay, damage or loss of baggage and cargo. MC99 is designed to be a single, universal treaty to govern airline liability (including for passengers) around the world.

Supply chain efficiencies through digital adoption

With MC99 laying emphasis on digital adoption, shippers and those involved in the air cargo supply chain benefit from the ability to make claims without the need for expensive and time-consuming litigation.

Replacing paper documents of carriage, such as Air Waybills, with electronic versions, is facilitating faster and more efficient trade. Airlines are also benefitting from greater certainty about the rules governing their liability across their international route network. MC99 establishes the legal framework that allows airlines to make use of electronic documentation for shipments, thereby reducing costs and increasing efficiency.



MC99 offers unbreakable liability limits for cargo carriers, offering them predictability in respect of their potential liability making it easier to obtain insurance, avoid protracted litigation and simplify claims handling. Shippers can organize specific insurance for any high value, low weight items.

SDR 19 per kg

However, under MC99 the special drawing rights (SDR) for cargo is limited to 19 SDR per kilogram which may not cover the total value of goods being shipped. Hence, it calls for shippers to separately insure the consignment.

In the supply chain, from origin to destination, there are other players (freight forwarders, warehouse, multi-modal transportation providers etc) which may cause delays / damages, but do not come under the ambit of MC99.

As the airline's responsibility or liability begins with the acceptance of the goods and terminates with delivery to the consignee (or from airport to airport), other players in the supply chain are not covered by MC99, thus calling for insuring the goods, beyond airports.

Timelines for claims

From airport to airport, the Montreal Convention clearly defines the responsibilities of the contracted party in air freight movement, timelines to make a claim etc, making it easier for freight forwarders to approach the concerned airline.

For instance, the deadline to file a claim for total loss of cargo is 120 days from issuance of airway bill; for partial loss and damages it is 14 days from receipt of goods; for delays it is 21 days from when the cargo was placed at the disposal of the consignee.

The shipper or consignee (who is mentioned in the master airway bill) must make a formal claim within the said period. In case an insurance company or recovery agents want to make a claim, they have to submit a letter of assignment from the contracted parties, along with all the relevant documents such as shippers' commercial invoice; packing list; documents pertaining to extent of damage or loss; letter of assignment etc.

Beyond airports coverage

Beyond airports is what the shippers need to further ensure insurance coverage. There are a dozen insurance providers who provide end-to-end coverage whether it is for partial damage, partial loss, full loss or delays.

Insurance providers offer policies which provide compensation for the entire value of the merchandise plus transport-related costs; provide door-to-door insurance (as against airport to airport in MC99); easy claim settlements and attractive premiums in a highly competitive market.



For a shipper it is always advisable to insure the goods with simplified claim processes, cash flow gets protected from unforeseen stoppages and profits are still generated if coverage includes it. Insurance covers damage due to loading/unloading, weather conditions, piracies and other risks faced by airlines.

Insurers provide open coverage which covers freight for a specific period (usually for a year) and multiple shipments can be included under one policy. This is an efficient tool to manage risk for frequent shippers. It also has both renewable and permanent coverage policies, the former can be renewed after a shipment is delivered, making it more suited for single trips and voyages; and the latter can be enforced for a certain period and allows unlimited shipments within that time frame.

Cargo tardy in digital adoption

IATA has been insisting that the air cargo industry embrace digitization at a much faster pace, just like passenger airlines which offer diversity of booking channels, enable transparent product comparison, electronic tickets etc. With this tardy implementation and lack of data integration and standardisation, the industry runs the risk of error in the supply chain.

e-freight, the way to go

IATA is strongly promoting its programme called “e-freight”. This aims to implement an end-to-end paperless transportation process, where paper documents are replaced with the exchange of electronic data.

This will—Reduce costs by eliminating paper handling and processing costs; Reduce freight “wait time” promoting faster shipments; Improve visibility by providing electronic messaging for tracking of freight status; Increase quality by providing unified and shared quality standard; Improve sustainability by reducing paper consumption; and, allow for greater trade facilitation by providing easier and more efficient risk profiling.

Today, over 33% of global trade lanes have fully electronic customs procedures and, where regulations support, paperless shipments are in place, but the move should be towards 100% adoption.

In the carriage of air cargo involving countries that have not ratified MC99 but continue to be subject to the Warsaw Convention 1929 (WC29) and Hague Protocol 1955 (HP55) regimes, physical paper records are required in order for the carrier to rely on the liability limits set out in the Convention.

This means that paper documents of carriage such

CARGO TRANSPORTATION INSURANCE MARKET GROWING AT CAGR 3%

There are many insurance players across the globe as the cargo transportation insurance market is huge, valued at US\$53 billion in 2021, growing at a CAGR of 3 percent during the forecast period of 2022-29. This market is expanding as security of shipments or freight protection is critical for trade.

While the market seems encouraging, air cargo industry has been tardy when it comes to adoption of digital technologies to alleviate certain pain points, including insurance. Air freighters are yet to go totally digital, away from paper transactions, call centres and other conventional methods.

It is observed that the freight forwarding community still depends upon paper-based processes to exchange shipment information in the supply chain, which is not error-free, and primarily limiting the end-to-end visibility, a key factor in the journey of the goods from origin to destination.

GLOBAL AIR CARGO MARKET 2020-2024



as the air waybill must accompany the shipment throughout its journey, which can be cumbersome.

The shipper should be aware of what insurance companies offer in terms of coverage and in what instances the insurance companies do not make settlement of claims. For instance, insurance companies reject claims, if a) the damage is due to inadequate packaging; and b) damage is due to flawed products.

Some insurance providers don't insure hazardous materials, certain electronic products, and other highly-valuable or fragile products; and some insurers cover freight only when it is on board a ship, a plane or a truck and not otherwise.

It is imperative for shippers to be well-versed with what the insurance companies cover and do not cover and what gets covered under MC99. All said and done, it is better to pay a small premium and have peace of mind than end up losing the consignment, partially or fully without any claim.

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How long-range electric trucks can already cover much of today's transport needs

Volvo Trucks is part of a joint venture that plans to install and operate at least 1,700 charging stations near highways and logistics hubs across Europe.



According to Eurostat statistics around 45 per cent of all goods transported by road in Europe travel less than 300 km. This suggests that with smart route planning and scheduling, it is possible to transport much of these goods with electric trucks. Volvo Trucks' recent research has also shown that 45 per cent of trucks used in Europe cover daily distances of less than 350 km. Internationally, 33 per cent of trucks cover daily distances of 500 km or less.



With the present range limitations of electric trucks, many are quick to dismiss them as a viable option for longer distances. And yet, around 45 per cent of goods being transported in Europe today travel distances less than this, suggesting long range electric trucks are capable of much more than people realise.

On the surface, it is easy to see why people might be sceptical about using electric trucks over extended ranges. If a truck covers up to 600 km per day, it stands to reason that it can't be replaced by a vehicle with a maximum range of 300 km. However, a closer look at today's logistics networks shows there are in fact already many opportunities for using electric trucks for longer assignments using current technologies.

Why an electric truck's mileage range might be longer than you think

According to Eurostat statistics around 45 per cent of all goods transported by road in Europe travel less than 300 km. This suggests that with smart route planning and scheduling, it is possible to transport much of these goods with electric trucks. Volvo Trucks' recent research has also shown that 45 per cent of trucks used in Europe cover daily distances of less than 350 km. Internationally, 33 per cent of trucks cover daily distances of 500 km or less.

"Much of the medium range transport can be carried out by electric trucks already today," says Anders Grauers, Associate Professor in hybrid and electric vehicle systems at the Chalmers University of Technology. "The most demanding long-range transport is not yet ready, mainly because of a lack of public charging infrastructure, the batteries being slightly too small and the charging power on the trucks being a little too low. But it is almost certain that we will see electric long-haul trucks, because they will be the most cost-effective solution. This is because electricity is so much cheaper than diesel."



Plan your charging & extend vehicle's range

The key to extending an electric truck's range beyond its 300 km limit is being able to implement charging opportunities in its schedule. A strategically placed charger – ideally at a location and time when the vehicle must stop anyway – have a significant impact on a truck's range.

"In Europe, drivers are legally required to stop for a break after a maximum of four and a half hours, and in reality, will typically have a break after 3-4 hours. Since the distance covered in this time will be less than 300 km, if you can find a way to charge the truck during the driver's break, then that is a really effective way of extending the truck's range without extending their shift," says Henrik Engdahl, Business Development Director, Volvo Trucks.

Initially the most feasible assignments for long range electric trucks are the ones that stick to the same, regular routes since it allows trucks to stop at the same places. For example, with two strategically placed charging stations, DHL Freight is currently using electric trucks to transport goods between Gothenburg and Jönköping, Sweden - a distance of 150 km - with the trucks carrying up to 60 tons gross combination weight and covering 450 km per day.

Also in Sweden, a new public charging station for heavy-duty trucks built at the Volvo Trucks dealership in Helsingborg, will enable electric trucks to complete two return trips between the cities of Gothenburg and Malmö - a distance of 270 km.

Under the proposed route, a fully-charged truck can drive from the port in Gothenburg to Malmö, drop off its trailer and still have enough energy to make it to the charging station in Helsingborg (north of Malmö and on-route back to Gothenburg).

It will then require 90 minutes to recharge, which coincides with the driver's break, before being able

to return to Gothenburg. All this - including the driver's break - can be completed within an eight-hour shift, before a second driver takes over the vehicle and makes an additional return trip on the same day.

"A truck relying on one overnight charge, will be limited to operating within a radius of 120 km from their home-depot, so that they have a safe margin for returning before their battery is flat," explains Henrik. "But having access to just one extra charging station can significantly broaden your operating area and allow you to drive even further."

More charging stations, more possibilities to increase reach

Many countries already have large-scale investments in place to ensure rapid growth of public charging stations for long range electric trucks over the coming years. For example, In Germany, the HoLa project will see new charging stations for heavy trucks being built in four locations on the A2 highway between Berlin and the Ruhr region.

In Sweden, the government is funding the construction of more than 100 charging stations for heavy duty trucks to be completed by 2023. When the planned network is completed, it will enable electric trucks to operate across the whole country.

In the longer-term, Volvo Trucks is part of a joint venture that plans to install and operate at least 1,700 charging stations near highways and logistics hubs across Europe. After collecting and analysing GPS coordinates from around 400 000 trucks operating throughout Europe, ACEA (European Automobile Manufacturers' Association) has identified over 40 000 locations suitable for charging stations, which would support the creation of a EU-wide network.

With the opening of every new charging station, the opportunities for using electric trucks already in operation will grow exponentially. In the coming years, battery capacities and vehicle ranges are also expected to improve, but even using the technologies available today, in countries where investments are being made in public charging infrastructure, the potential is far larger than many realise.

"Per kilometre it is cheaper to charge an electric truck than to buy fuel for a diesel truck," says Anders Grauers. "In general, the cost of electricity is only about a quarter of the cost of diesel. So even if the price of electricity doubled, it would still be cheaper than diesel. That means that an electric truck is more profitable the more it is driven, so you should start with electrifying the trucks that are driven a lot." **Story and Images from: www.volvotrucks.com**

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World Cargo Summit 2023

Air cargo industry rebuilding strengths amid new challenges in the post-pandemic world

By Gemma Q. Casas

More than 300 decision-makers from airlines and other companies in the air cargo industry and its supply-chain enthusiastically and optimistically attended the three-day World Cargo Summit 2023 held at Hilton Abu Dhabi, Yas Island, gathering their strengths to face the new challenges in the post-pandemic world.

The delegates representing airlines, airports, freight forwarders, project developers, aviation service providers, among others, came from more than 35 countries for the three-day event (30 January-01 February) with the theme “Embracing Opportunities and Challenges.”

WCS 2023 was the first in-person summit held since the pandemic began. Abu Dhabi Airports and Etihad Cargo co-hosted the event which in 2021 and 2022 were held virtually. Euroavia International which specializes in organizing events in the aviation industry organized this year’s summit.

Abu Dhabi Airports and Etihad Cargo led the delegates in exploring opportunities with investors and further develop an industry now crucial to regional and global trade activities.

Glenn Hughes, the Director General of The International Air Cargo Association (TIACA), said the “optimism” of the delegates attending the event is encouraging.

TIACA Chairman Steven Polmans, VP Business Development & Free Zone Regulatory Affairs at Abu Dhabi Airports, eagerly supported the event. So did TIACA Vice Chairman, Sanjeev Gadhia, the founder and CEO of Astral Aviation, who flew all the way from Kenya to Abu Dhabi, and Board Member Liana Coyne, Chief Operating Officer of Coyne Airways, who took time out from her busy schedule to join the industry gathering.

“We know that the global economy is under turbulent times this year. But it’s the optimism that we’re in a really good place structurally and that once the consumer behavior comes back to positive rather than pauses, the air cargo industry is going to be able to serve the demands of the global economy much better than previous years,” said Hughes.

Lejla Omerbasic Dukic, Head of Communications of CEVA Logistics for the Middle East and Africa, is among those enthusiastic delegates who believes that the



summit is really important.

“It’s a very, very important summit. I think it brings leaders from across the globe and we get to exchange ideas and learn what’s happening in the industry, first-hand information about the trends and what to expect in the coming months,” she said.

“Logistics industry is pivotal to having a robust economy. And we saw that during COVID. Usually, logistics is just something that functions in the background. People don’t notice it but during COVID, we realized the importance of having a functional supply-chain,” she added.

Challenges & Opportunities

Hughes, who leads the team on the ground of TIACA, the international trade body representing the whole global air cargo community—shippers, freight forwarders, ground handlers, airports, airlines, manufacturers, solution providers, including cargo media, universities and academia—believes the top three major challenges that the industry must address, include retention of talent, surviving the economic turbulence and sustainability.

“As an industry we have to make sure that we can attract, retain and develop the next generation of workforce, it’s so crucial. We need their innovation, their ideas, their passion, so we have to create the environment that will inspire that next generation. That’s one big challenge,” he said.

“Second, we have to somehow get through this period of reduced demand and capture that opportunity when it comes back. And maybe the third area, is sustainability. Sustainability is not just about the environment. It’s about the planet, about global communities and it’s about people in general as well,” he added.

Jamal Salem Al Dhaheeri, CEO & Managing Director, Abu Dhabi Airports, in a statement released prior to the event, said: “We are proud and privileged to be hosting this important, influential event alongside Etihad Cargo. The event provides all stakeholders with the perfect platform to come together and explore opportunities. It also lays the foundations for sustainable air freight growth and development, and establishes the most prudent avenues for overcoming barriers to advancement.”



Jamal Salem
Al Dhaheeri



Martin Drew

“Etihad Cargo is pleased to co-host World Cargo Summit 2023 alongside Abu Dhabi Airports, bringing a highlight of the air cargo sector’s event calendar to the UAE’s capital for the first time. The air cargo industry has shown tremendous resilience in the face of very challenging market conditions. World Cargo Summit 2023 provides stakeholders with the perfect platform to come together and explore how the sector can achieve sustainable growth through collaboration and the power of partnerships,” said Martin Drew, Senior Vice President – Global Sales & Cargo at Etihad Aviation Group, in a statement pre-event.

“The World Cargo Summit is the perfect occasion for accelerating progress in this direction. We look forward to the event as we take the next strides forward on route to realising our long-term objectives whilst reinforcing Abu Dhabi and the UAE’s position as a leading regional and international air cargo hub.”

Abu Dhabi Airports’ commitment to driving air freight development was most recently showcased with the completion of its Cargo Village and Terminal rehabilitation project.

In partnership with Etihad Cargo and Etihad Airport Services, the company re-launched these facilities with vital new infrastructure, including a state-of-the-art 3,000 sqm pharmaceutical cool chain facility at Abu Dhabi International (AUH).

This facility has doubled the airport’s cool chain capacity and enhanced capabilities to handle temperature-sensitive cargo such as pharmaceuticals, healthcare and life sciences products and support logistics requirements.



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Qatar Airways Cargo resumes passenger freighter service to Penang

DOHA, Qatar: Qatar Airways Cargo has resumed this month its belly capacity services to Penang, Malaysia.

Qatar Airways Cargo operates an A330 passenger freighter to Penang via Qatar Airways' passenger flights to Phuket, four times a week. This adds more than 70 tons of available capacity each week, that will feed into Qatar Airways Cargo's extensive international network via its state-of-the-art Doha hub.

The service complements the existing seven weekly belly-hold flights to the Malaysian capital, Kuala Lumpur, providing customers with over 200 tons of cargo capacity from Malaysia.

"Qatar Airways Cargo is implementing its meticulous Next Generation approach throughout its network, aiming for optimum resource deployment in alignment with customer requirements," said Guillaume Halleux, Chief Officer Cargo at Qatar Airways Cargo.

Halleux further explained: "Our network planning team saw a perfect opportunity in the passenger A330 flight's



ground-time in Phuket, and have worked hard to establish a well-scheduled, interim passenger-freighter connection to Penang and back to maximize the cargo capacity into and out of Malaysia's second-busiest cargo airport.

"This Next Generation-style multi-modal strategy sees Qatar Airways' Doha-Phuket passenger connection becoming a Phuket-Penang-Phuket passenger-freighter for four days of the week, before returning to Doha again as a passenger service with lower deck cargo. The re-launch of our Penang connections in an innovative and unique manner illustrates our ambition and ability, at Qatar Airways Cargo, to provide connectivity to our customers in the best possible way."

With the exception of Mail, the destination is open for all commodity types. Penang is the largest export contributing state within Malaysia, with mostly electronics/electrical equipment, general cargo and vulnerable cargo being sent by air.

AIRLINES

Saudi Arabia ranks first among Arab nations for inbound visitors in 2022

RIYADH, SAUDI ARABIA: Saudi Arabia registered more international arrivals than any other Arab nation during the first nine months of 2022 at 18 million, indicating it's on track to reach its target of 100 million annual visitors by the end of this decade, officials said.

Figures released by the United Nations World Tourism Organization (UNWTO) show that Saudi Arabia attracted more than 18 million inbound visits in the first three quarters of 2022, followed by the United Arab Emirates (14.8 million tourists) and Morocco (11 million tourists), which ranked second and third in the region, respectively.

Owing to these unprecedented numbers, the Kingdom's burgeoning tourism sector will represent a key focus at Arabian Travel Market (ATM) 2023, which will take place at Dubai World Trade Centre (DWTC) from 1-4 May.

This year's Saudi Summit will take place on the Global Stage and focus on the importance of the Kingdom in reshaping the regional travel and tourism landscape now that mega projects are well under way.

In addition to the summit, ATM 2023 will feature a host of Saudi exhibitors, including Saudi Arabian Airlines (SAUDIA), flynas, Makkah Clock Royal Tower, Asma Hospitality Company,



Eye of Riyadh, Itrip, Dur Hospitality, Sadana Real Estate Co, Saudi Amad for Airport Services & Transport Support and many more.

"From upcoming giga-developments such as NEOM and the Red Sea Project to how the Kingdom's latest visa reforms are bolstering its travel sector, we expect Saudi Arabia to represent a major drawcard during the upcoming edition of ATM," said Danielle Curtis, Exhibition Director ME, Arabian Travel Market.

Tourism spending in Saudi Arabia also skyrocketed last year, hitting \$7.2 billion in H1 2022 according to figures released by the country's Ministry of Investment. Travel experts from around the world will place these statistics under the microscope at ATM 2023, as part of a series of KSA-focused sessions and panel discussions.

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Close to 16 million passengers welcomed at 5 Abu Dhabi airports in 2022



ABU DHABI, UAE: Abu Dhabi Airports, the operator of the UAE capital's five airports, handled nearly 16 million passengers last year, thrice as much the number of passenger traffic it had in 2021.

From 01 January to 31 December 2022, 15.9 million guests used Abu Dhabi International, Al Ain International, Al Bateen Executive, Delma Island and Sir Bani Yas Island Airports—tripling the 5.26 million achieved in 2021, Abu Dhabi Airports said.

Announced on the sidelines of the World Cargo Summit 2023 held in Abu Dhabi, the company's 2022 traffic results also illustrated growth in other key areas of the business, including Air Traffic Movements (ATMs) across the five airports, which totalled 194,667 for the year.

These figures showcase the integral role airports in Abu Dhabi continue to play in accommodating passengers travelling for both tourism and business purposes, as well as their increasing popularity as airports of choice for people making their way to and from regional and international destinations.

"2022 was a remarkable year for Abu Dhabi in passenger traffic terms. It illustrates the emirate's vast potential as an attractive destination to visit, live and work in. Our recent airport infrastructure investments, sustained excellence across customer service, operations, and ongoing collaborations with key stakeholders and government organisations," said Jamal Salem Al Dhaheri, Managing Director and CEO of Abu Dhabi Airports.

"Looking ahead, we are working towards readiness to accommodate even greater passenger traffic in 2023, which we anticipate, as higher numbers of international visitors come to the UAE for key events. Sustainability continues to play a big role in everything we do, from design to construction to operation and delivery. Such opportunities underscore that this is truly an exciting time for Abu Dhabi and the aviation transformational journey that is unfolding," he added.

Cargo traffic results were also favourable, with 583,949 tonnes of air freight handled across Abu Dhabi and Al Ain International Airports, as airlines continued rebalancing their fleets between passenger and cargo aircraft, the Emirates news agency WAM reported. This positive figure is attributed to several factors, including increases in shipments of both general cargo and specialised products such as express, temperature-controlled, and pharmaceuticals.

As of December 2022, Abu Dhabi International Airport serves more than 100 destinations and has a growing network of 28 airlines.

Vienna Airport Pharma Handling Center grows annual tonnage by 64 percent

VIENNA, AUSTRIA: Cargo volume handled at Vienna Airport Pharma Handling Center (VPHC) rose by 64% in 2022 fueled by more demand for pharmaceuticals and life sciences products.

VPHC said it handled more than 3,600 tons of pharmaceuticals, biotech products and other temperature-sensitive goods, an increase of over 1,400 tons was recorded.

With the handling of another record tonnage, the highly modern and specialised facility further strengthens Vienna Airport as a relevant pharmaceutical hub for Central and Eastern Europe.

"The repeated record tonnage of the Vienna Airport Pharma Handling Center shows that Vienna Airport is an indispensable and leading pharmaceutical hub for Central and Eastern Europe. At the same time, this underlines the high quality of handling at the VPHC. Here we provide the increasingly internationally active pharma sector with important and, above all, safe access to the often life-saving cold chains. Thanks to highly modern equipment, GDP certification and optimised processes, the VPHC enables reliable and speedy handling and is also well equipped for the increasing demand in the future," said Michael Zach, Vice President Sales, Finance & Cargo, Ground Handling & Cargo Operations at Vienna International Airport.

VPHC has seen a strong increase in demand for temperature-sensitive pharmaceuticals since the pandemic began. Compared to the pre-crisis year 2019, Vienna Airport has grown its pharmaceutical tonnages by around 173 percent in 2022.

In addition to the ongoing uncertainties in international sea traffic, the internationalisation of the pharmaceutical and biotech industries is also driving the need to safely transport these time-sensitive and fragile goods by aircraft.



The GDP-certified VPHC offers state-of-the-art equipment, strictly optimised processes and a special pharma team guarantee strict adherence to exact temperature specifications for both handling and storage. It also has two large-scale cold storage facilities offer warehousing options for temperatures ranging from 2 to 8 degrees Celsius (150 square metres) and 15 to 25 degrees (1,600 square metres).

Within 36 hours, 23 countries can be reached by road from Vienna.

As a global pharmaceutical hub, Vienna Airport is hosting this year's "FlyPharma Europe" conference scheduled for 9-11 October 2023.

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Arik De is Etihad Airways' new Chief Revenue Officer

Abu Dhabi, UAE: Etihad Airways has named Arik De as its Chief Revenue Officer, overseeing a new organizational division focused on revenue.

Since April 2022, De has served as Vice President of Revenue & Commerce at Etihad Airways, responsible for revenue management and e-commerce.

"With the world quickly returning to pre-Covid levels of travel, we have a unique opportunity to build on and strengthen our leading position at Etihad Airways," said Antonoaldo Neves, Chief Executive Officer.

"Our new Revenue division will deliver state-of-the-art revenue management capabilities, broaden our airline partnerships and enhance our network to better serve our guests and our home of Abu Dhabi. Arik has had a substantial positive impact on our revenue performance over the past nine months, and I look forward to closely working with him as we build on these interdependent areas, which are critical for financial sustainability," he added.

Having started his career over 20 years ago in finance at the International Monetary Fund, De has spent the last 15 years working within the aviation industry. He has previously held leading positions at WestJet, Air Asia, Aeroméxico, and most recently, TAP Air Portugal, where he was the Chief Revenue & Network Officer.

In this newly created role, which will report to the CEO, De will oversee key revenue-related functions including Revenue Management, Distribution & E-commerce, Network Planning, Alliances & Joint Ventures, Aeropolitical & Industry Affairs, and Etihad Guest, the airline's loyalty program.

"I am excited to take on the Chief Revenue Officer role at a time of such opportunity, as international travel demand kicks into high gear. Etihad Airways has an incredible product, service and team behind it, and I look forward to working together to enable growth and deliver value as we take our airline to new heights," said De who holds a Master's degree in Finance and Policy from the University of Chicago.



Arik De



Ian Flett

Rüsselsheim am Main, Germany: NEO Air Charter – the fast-growing cargo charter broker based in Germany – has appointed Ian Flett to the new position of Regional Sales Manager, Nordic Region. He is based in Denmark.

NEO Air Charter appoints Flett for Nordics expansion

In his new post, Ian will promote the company's services to forwarders and logistics service providers with customers in the industrial, government and humanitarian aid sectors throughout Denmark, Sweden, Norway and Finland. Operational back-up will be provided by NEO's centralized brokerage and operational functions, based at its headquarters in Frankfurt.

"NEO is already well-known in this region, has built an enviable reputation, and is widely-respected for its strict trade-only policy which ensures its clients' relationships with their own customers will never be compromised. I am excited about helping NEO to achieve its full potential in this very active charter market," said Ian who has spent his entire 18-year career in air cargo and logistics, including roles at Scandinavian Airlines Cargo, two cargo GSSA companies and power-plant specialist BWSC, where he handled global spare parts logistics for its many remote installation sites.

"We are very pleased to welcome Ian to our growing team. His experience both as a supplier and consumer of air freight services, as well as his thorough knowledge of the Nordics air cargo market and his language skills, make him a valuable addition to our company," said NEO Managing Director Stefan Kohlmann.

John M. Holmes named Chairman of the Board of Directors of AAR CORP.

Wood Dale, Illinois: AAR CORP. (NYSE: AIR), a leading provider of aviation services to commercial and government operators, MROs, and OEMs, announced that John M. Holmes, President and Chief Executive Officer of AAR has been named Chairman of the Board of Directors following the retirement of David P. Storch, the company's Chairman for 18 years.

Holmes will continue as President and Chief Executive Officer of the company. He joined AAR in 2001 as Director of Mergers and Acquisitions.

In 2003, Holmes moved into operations, becoming General Manager of AAR's Parts Supply business and progressively assuming responsibility of other businesses before being appointed as President and Chief Operating Officer in 2017. In 2018, he was named President and Chief Executive Officer of AAR, the third since the company's founding in 1955.

Under Holmes's leadership, AAR has achieved substantial growth in sales and profitability, while successfully navigating the company through the COVID-19 pandemic. As Chairman, Holmes will focus on strategies to drive continued growth while maintaining the Company's strong culture and core values.

Storch, the second of the company's only three CEOs, has served as a member of the Board since 1989 and as Chairman of the Board of AAR since 2005. Under his leadership, the company grew to the leading independent provider of aviation services globally.



John Holmes

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Upcoming Events



Breakbulk Middle East

Breakbulk Middle East, the region's largest gathering of breakbulk and project cargo professionals, is returning this year. The event, sponsored by Dubai-based global port operator DP World, will bring together key decision makers, government officials, top-ranking executives and leading EPCs to discuss the latest opportunities and challenges facing the industry.

The event is expected to attract more than 2,000 companies from over 55 countries, and will feature some of the biggest names in the business including CMA CGM, Hapag-Lloyd, MSC, Abu Dhabi Ports, Al Faris, Mammoet, MICCO Logistics, AAL Shipping, Air Charter Service, AASTS, BBC Chartering, Fagioli, Goldhofer and Haraket.

13-14 February 2023 | Dubai World Trade Center

2023 AIAA Science and Technology Forum and Exposition (AIAA SciTech Forum)

American Institute of Aeronautics And Astronautics Inc. (AIAA) SciTech Forum is the world's largest event for aerospace research, development, and technology. The 2023 forum promises to ignite the Future: Explore the Frontiers of Aerospace. The program will explore how aerospace is solving societal grand challenges, the funding resources available, the intersection of science and engineering, accelerating confidence in this digital world, and making Sci-Fi a reality.

The 2023 forum will be a hybrid event which will include both in-person and virtual components, offering you the flexibility and choice of how to participate. The forum aims to bring together over 5,000 participants from across the globe in a hybrid setting representing hundreds of government, academic, and private institutions.

22-27 January 2023 | Gaylord National Resort & Convention Center, Washington DC, USA.

Digital Cargo Conference 2023

The 2023 IATA Digital Cargo Conference will take place in Geneva, Switzerland from 21-22 February 2023.

The Digital Cargo Conference provides a platform for industry professionals with a stake in digital cargo to interact with each other and be informed about the latest worldwide developments, in terms of regulation, standards, business processes, and technology. This edition will focus on the digital transition towards full implementation of ONE Record by 1 January 2026. As a first, there will be an Executive Summit (by invitation) and a Tech Summit, on the morning prior to the conference.

21-22 February 2023 | IATA Conference Centre Geneva, Switzerland

Air Cargo Africa 2023

Air Cargo Africa is the sector's leading industry exhibition and conference. Delivering new business opportunities, global perspectives and strong networking platforms, the air cargo Africa trade show, conference and awards engage the global air cargo community to explore and strengthen networking corridors with the African Continent.

With 69 exhibitors, 1550 visitors and 640 delegates, air cargo Africa has established itself, as the meeting hub for the African air cargo sector, creating exciting and lasting opportunities.

21-23 February 2023 | Sandton Convention Center Sandton, Johannesburg, South Africa

World Cargo Symposium 2023

The World Cargo Symposium (WCS) is the largest and most prestigious annual event in the industry. This year's event will continue offering plenary sessions, specialized streams, workshops and executive summits, tackling aspects related to technology & innovation, security & customs, cargo operations and sustainability.

The WCS 2023 will take place at the Hilton Bomonti Hotel, a 34-floor hotel and conference center across from Bomontiada — a social hub of music, food, and art. It is located in one of the most central areas of Istanbul: Nişantaşı shopping and metro links to Taksim Square are less than two kilometers away, and Dolmabahçe Palace and the European shore are four kilometers away.

25-27 April 2023 | Hilton Bomonti Hotel, Istanbul, Turkey

Air Cargo Europe 2023

air cargo Europe, the international industry gathering for the global air freight industry in Munich since 2003, is returning next year with its first face-to-face exhibition since the pandemic. The exhibition is part of transport logistic, the world's leading trade fair for logistics, mobility, IT, and supply chain management.

This is the most important centrally located business platform for the air cargo sector. This is where international air cargo professionals come to network, make new contacts, develop upcoming markets and explore joint business potential. air cargo Europe is part of transport logistic.

In 2019, 2,374 exhibitors from 63 countries and regions were there to welcome around 64,000 visitors from 125 different countries. International market leaders and innovative newcomers present the exciting world of logistics at the Messe München site.

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