

Middle East's leading cargo monthly

July 2023

# CARGO talk

Let's Keep Moving

**DNATA  
CONTINUES**

**EFFORTS TO REDUCE  
CARBON FOOTPRINT**

**FLYING INTO A  
SUSTAINABLE FUTURE**

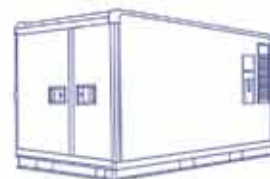


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**talk**  
Let's Keep Moving



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## Flying into a sustainable future



## Soft improvement in freight capacity, demand



## Tension mounts as global air cargo demand declines



## DHL to invest globally in making sustainable fuel



## onata continues efforts to reduce its carbon footprint

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# FLYING INTO A SUSTAINABLE FUTURE

While sustainability efforts may require additional investments, they are worthwhile for achieving long-term results. By following our action plan, we can manage costs, while simultaneously reducing our environmental impact.

 Abigail Mathias & Ritika Arora Bhola

The development of long-term strategies to achieve a sustainable industry is key to guaranteeing the future of air cargo. The industry is committed to impacting the planet, while contributing to global prosperity through industry partnership. Having embraced the Sustainable Development Goals (SDGs) as the guiding principles of its sustainability activities, we look at initiatives adopted by various entities within the field.



Sustainability is of utmost importance to us. In this year, we have recognized that sustainability is crucial for the survival and success of businesses. As a leader in the aviation industry, we are committed to studying and implementing sustainable practices. By taking a proactive approach to sustainability, we inspire positive change in the industry and contribute to a better future for the next generation. Some of our sustainable practices include:

**Energy efficiency:** We prioritize energy efficiency by assessing and upgrading our facilities and equipment to reduce energy consumption.

By adopting energy-efficient technologies, we aim to decrease our carbon footprint and contribute to a more sustainable aviation industry.

**Waste management:** We have robust waste management practices in place, including proper waste segregation, recycling programs, and responsible disposal methods.

**“Through sustainable practices such as reducing CO<sub>2</sub> emissions and adopting cleaner techs, we can make a difference in minimizing carbon footprint.”**

We seek innovative solutions to minimize waste generation, maximize recycling efforts, and promote a circular economy.

**Action plan with accountability:** Setting clear and steadfast goals and holding individuals accountable for their sustainability efforts. By measuring results and improving our practices, we create momentum in our sustainability initiatives.

**Employee engagement:** We understand the importance of educating our employees about sustainability. Through training programmes, we ensure that our trained team understands the impact of their actions and encourage them to contribute additional ideas for sustainability.



**Nat Boonyavichkanont**  
CEO  
Pattaya Aviation

The aviation industry is increasingly aware of the implications of reducing carbon emissions. Carbon footprint has environmental consequences, including climate change, urban air pollution, and toxic acid rain.

As a responsible ground handling company, we un-

derstand and comprehend the need to address and mitigate them. Through sustainable practices, such as reducing carbon emissions and adopting cleaner technologies, we can make a difference in minimizing the carbon footprint in the industry.

#### **FEASIBILITY**

While sustainability efforts would require additional investments, such as training costs and acquiring new equipment, they are, however, worthwhile for achieving long-term results. By following our action plan and committing to sustainability actions, we can effectively manage input costs, while simultaneously reducing our environmental impact.





**Emma Deane**  
WFS, Regional Vice President, Business Development, AMEA

Sustainability is increasingly important at WFS. In 2022, WFS undertook a review of its ESG strategy with the help of an external Sustainability Team. This involved a full materiality assessment, several internal and external stakeholder interviews, a full document

**“Sustainability measures can drive beneficial environment and financial outcomes as we continue to Reduce, Reuse and Recycle.”**



review and a series of strategy development workshops. The new strategy ‘Our Sustainable Flight Path’ was launched in May 2022 along with new governance via a monthly Group ESG Committee. WFS has made several commitments. These include:

- a. Converting 75 per cent of our fleet to EVs by 2030 (currently c. 26%).
- b. Continuing to reduce GHG emissions by switching to renewable electricity sources, increasing energy efficiency and exploring alternative fuels with our airport operator partners.
- c. Investing in improved data capture and tracking through Enablon’s ESG metrics suite.
- d. Aligning with the United Nations SDGs by joining the UN Global Compact in 2023.

Awareness is increasing across the industry. We can see this from the number of initiatives market players took during this year’s World Environment Day to implement immediate and longer-term sustainability measures. WFS recently joined forces with KLM Royal Dutch Airlines for The Sustainable Flight Challenge. The move aimed to inspire airlines and their partners to develop new ideas to influence future flying. Sustainability can drive beneficial

environment and financial outcomes as we continue to Reduce, Reuse and Recycle. Our BKK team has achieved a 55 per cent reduction in energy use by transitioning to energy-efficient LED bulbs in the warehouse, thereby saving 775,000 kWh per year.



**Glyn Hughes**  
Director General, The International Air Cargo Association (TIACA)

In recent years, the industry has taken onboard sustainability concerns and introduced many new programmes into their strategic and operational systems. From an environmental perspective, carriers are investing in SAF, partnering with major customers, working with partners to introduce more renewable energy-based equipment such as ground support equipment (GSE).

They are accelerating the replacement of single use plastic with biodegradable or recyclable alternatives. But sustainability is not about emissions, it is also about reducing the effect of noise and creating a better working environment attracting and retaining a diverse workforce. Going beyond their direct control, the industry is about creating connected markets enabling communities around the world to distribute their products to global markets, enabling global prosperity to be enhanced. The topic is important as we have

a collective responsibility to the global society and our colleagues within the air cargo community. All industries and all companies must establish a sustainability strategy.

We conduct an annual sustainability survey and one of the questions we ask is, for whom is sustainability important? The answers broaden

**“We conduct an annual sustainability survey and one of the questions we ask is, for whom is sustainability important?”**

each year and the recent data revealed that it is important for employees, business partners, financial partners, customers, and regulators, so you could say improving sustainability credentials is a license to operate. As for TIACA, this topic has been placed at the top of priority list. We recently launched a new programme, TIACA BlueSky, which provides a service whereby a company can have their sustainability practices independently assessed.

#### IMPLICATIONS

I think the industry is aware of the impact in terms of emissions and carbon footprint, which is why so many organizations are prioritizing investments in this area. Sustainability is not an issue of choice but an issue of necessity. Improvements often require investments, but the consequences of no action are harmful to an organization’s reputation and ultimately bottom-line. Particularly as mentioned previously, it is an area which is critical for stakeholders.

#### FACTFILE

- From an environmental perspective, carriers are investing in SAF.
- With TIACA BlueSky, a company can have their sustainability practices independently assessed.



While the air cargo industry is moving in the right direction, we are seeing an increase in demand for more sustainable options.

There is still much to do if the sector is to reach its net zero targets by 2050. While achieving end-to-end sustainability in air cargo requires a holistic approach, we need to consider the entire air cargo supply chain, from the point of origin to the final destination.

While collaboration will be critical, Etihad Cargo is committed to accelerating the air cargo decarbonisation through partnerships, thereby contributing to a greener future. Sustainability can and will be a game changer in the industry, and the sector must be ready for it because the need is so great.

The world's aviation sector is currently responsible for 2.5-3 per cent of all human-induced CO2 emissions world-



**Tim Isik**  
Vice President, Commercial  
Etihad Cargo

wide, and this could increase up to 22 per cent of global emissions by 2050. As other sectors decarbonise more quickly, it is critical for the global air cargo to act now to invest in more sustainable so-

**“The cargo carrier has decided to commit itself to decarbonise through partnerships, contributing to a greener future.”**

lutions. In line with Abu Dhabi Environment Vision 2030 and IATA industry targets, Etihad Cargo is committed to achieving our goal of net zero carbon emissions by 2050 and is developing and adopting sustainable practices across our operations.

The carrier was the first middle eastern airline to join TIACA's BlueSky sustainability verification programme, achieving an advanced rating against decarbonisation criteria, demonstrating our progress in investing in and deploying SAF, upgrading aerial fleets and ground vehicles to reduce carbon emissions, reducing energy consumption across its operations, and optimizing fleet utilization.

Etihad Cargo performs well in areas of partnerships and biodiversity protection. These results will act as an enabler for Etihad Cargo to advance our sustainability efforts, and we are targeting year or year progress.

Etihad Airways was recently named Environmental Airline of the Year 2023 for the second consecutive year at the Airline Ratings Awards, demonstrating our commitment to sustainable aviation.



**Yossi Shoukroun**  
CEO  
Challenge Group

We are embarking on a sustainable transformation journey that will help us in evolving into a purpose-driven company. Driven by the ESG goals and taking into consideration our eight different business units, covering different areas of the supply chain, we started by defining our high-level ambitions. For the Environment part, our ambition is to conduct a survey with internal and external

stakeholders, and a materiality assessment. We were able to decline our ambitions, define priorities and set credible targets: improve fuel efficiency and energy consumption, decarbonise/reduce GHG emis-

**“Driven by the ESG goals covering different areas of the supply chain, we started by defining our high-level ambitions.”**

sions. During several conferences last year, there was a call from stakeholders to have guidance on how to build a road map to mitigate the gap between big players and small and medium players.



**Geert Aerts**  
Chief Cargo & Real Estate Officer  
Brussels Airport

Sustainability is one of the three pillars in our strategy Shift 2027. If aviation wants a future, it must be sustainable. Sustainability is, therefore, at the core of everything we do. Brussels Airport Company has been CO<sub>2</sub> neutral for its activities since 2018 and is working on achieving net zero carbon emissions by 2050 at the latest. The airport makes every effort to be ready before the deadline. Within the European Stargate

project with Brussels Airport as project leader, many initiatives for greening aviation will be taken in the coming years. Since 1 January, SAF is delivered to Brussels Airport in a safe way via the NATO pipe-

**“Brussels Airport has been CO<sub>2</sub> neutral since 2018 and will be working on being free of emissions by 2050.”**

line. Brussels Airport is linked to this pipeline and has been asking to receive SAF via this pipeline for some time. With our European Green Deal project 'Stargate', we work with a consortium of 21 partners.



**Brandon Fried**  
Executive Director, Airforwarders Association (AFA)

try more sustainable. With continued investment in new technologies and practices, the industry can reduce its environmental impact and operate more sustainably. Our industry faces pressure from govern-

**“The industry is still in early stages of shifting to a sustainable future, but there is a rising commitment to make this happen.”**

ments, customers, and investors to reduce its environmental impact. The industry is still in the nascent stages of shifting to a more sustainable future, but there is a growing commitment to making this happen.

Sustainability has become a key priority for the freight forwarding industry. In recent years, many forwarders have taken steps to reduce their environmental impact, such as investing in more fuel-efficient vehicles, including trucks, warehouse handling equipment, office lighting, and climate control systems.

The freight forwarding industry is committed to making the global air cargo indus-

From the beginning, our mission is not just to steer procurement transactions based on prices. With Cargo<sub>2</sub>ZERO, our sustainability solution suite, we are leveraging our position between the carriers and forwarders, to steer these decisions towards the sustainable options available per booking.

In a nutshell, there are two sets of solutions—the suite of sustainability data and the SAF purchase. Firstly, we offer CO<sub>2</sub> solution calculations, embedded in all workflows powered by CargoAi. On a shipment level, we are providing data to inform clients about their carbon footprint and how optimized their procurement decision is, using a CO<sub>2</sub> efficiency score.

In late 2022, we announced a partnership with Neste, the leading SAF producer worldwide. Our goal is to enable any forwarder access to SAF at



**Magali Beauregard**  
CCO  
CargoAi

the transactional level for one booking or for bulk purchase for any volume share, ranging from 1-100 per cent SAF. Many small to middle-sized carriers have reached out to us to take a step forward with their own



**Jasraj Chug**  
Co-founder and Director  
CargoFlash Infotech

Our commitment to sustainability is embodied in our core principle—go miles by going paperless. We have eliminated the need for physical paper documents using digital solutions such as e-AWBs and electronic documentation systems. This not only decreases our environmental effect, but also improves supply chain visibility, allowing businesses to spot inefficiencies and opportunities for improvement.

**“Many players made strides to ensure the operations become sustainable, and much of it has resulted in positive results.”**

SAF offering. We are also working on a couple of projects to support clients in refining the sustainability data they work with. This year’s Tech Summer webinar will be focused on this topic, as we want to help

By optimizing asset utilization, we aim to decrease the carbon footprint, while improving its financial performance. Many companies are recognizing the importance of reducing their environmental impact and are

**“Firms are recognizing the importance of reducing environmental impact and are implementing measures to achieve sustainability.”**

implementing measures to achieve sustainability. From adopting fuel-efficient aircraft, optimizing routes, utilizing digital solutions, and embracing alternative fuels, the industry is taking significant steps.

educate the industry about the urgency needed for pivoting to radically more sustainable procurement decisions and give clients tangible solutions to reduce CO<sub>2</sub> emissions.

I believe we are ready discounts the progress has been made, and frames the situation to look like we need to get “everything in place” before we begin. But this is not the case today. Many players have made strides to ensure the daily operations become more sustainable, and much of it has resulted in positive business results.

Fleet modernisation and SAF investment are examples of the industry recognizing the importance of environmental stewardship. While the global air cargo industry is making progress, there is still more work to be done. The combination of regulatory frameworks and industry collaboration must fill this gap.



One of our key initiatives is the Fly Greener Programme, which allows our customers to take part in offsetting the CO<sub>2</sub> emissions generated from air cargo transportation. Through this programme, we offer customers the opportunity to purchase carbon offsets from high-quality projects focused on reducing or preventing CO<sub>2</sub> emissions, with an emphasis on cleaner energy sources.

The Fly Greener Programme is an extension of the initiative launched by Cathay Pacific in 2007 for passenger travel. Building upon the positive impact we have achieved through offsetting 300,000 tonnes of carbon emissions, we have expanded the programme to include air cargo, providing our customers with a more sustainable cargo solution.

To determine the emissions associated with cargo shipments, we calculate them based on the weight of the cargo. The monetary contributions attributed to these emissions are directed towards funding third-party validated



**Vishnu Rajendran**  
Area Manager Middle East  
Cathay Pacific

projects that offset the emissions generated during the transportation process.

### **SIGNIFICANCE OF SUSTAINABILITY**

Sustainability is of importance to Cathay Cargo. We integrate sustainable practices into every aspect of our cargo operations, acknowledging our responsibility to future gen-

**“ We invest in fuel-efficient aircrafts, optimize flight routes, promote waste reduction and recycling, and foster sustainable partnerships.”**

erations. Our Fly Greener Programme engages customers in reducing their environmental impact through certified carbon offset projects. We invest in fuel-efficient aircrafts, optimize flight routes, promote waste reduction and recycling, and foster sustainable partnerships. Sustainability is embedded in our corporate culture,

driving positive change within our organization. It is not just a box to tick, but a core value that guides our actions and sets us apart as a responsible cargo airline committed to making a meaningful environmental impact, while delivering exceptional services.

There is a growing recognition that the industry's carbon emissions contribute to climate change and environmental degradation. In recent years, the stakeholders have been working to address their carbon footprint. Airlines, cargo operators, and industry associations have been striving to reduce carbon emissions through operational improvements, such as optimizing flight routes, reducing aircraft weight, and improving fuel efficiency.

IATA's Carbon Offsetting and Reduction Scheme for International Aviation demonstrates the air cargo industry's commitment to addressing its environmental impact. It aims to achieve carbon-neutral growth in global aviation by offsetting emissions using carbon credits.





**Celine Hourcade**  
Managing Director  
Change Horizon

ability priorities, ambitions, and action plans. We partner with TIACA to drive the sustainability agenda, including the BlueSky assessment and validation programme, and the annual sustainability survey

**“ We are building a training series on sustainability in air cargo, both online and physical.”**

and report dedicated to the air cargo industry. This year, we have built a series of webinars titled ‘Do you speak ESG?’ to educate professionals on sustainability concepts. We are building a series of training on sustainability in air cargo, both online and physical training sessions.

The air cargo industry is not ready yet, which is why it is important to raise awareness so as to help every company start their sustainable transformation journey. And that is the passion, mission, and commitment at Change Horizon.

Sustainability being the Score expertise of Change Horizon, we help our clients/customers to understand why it matters to their financial and commercial success, identify the regulations they need to comply with, help them define their sustain-

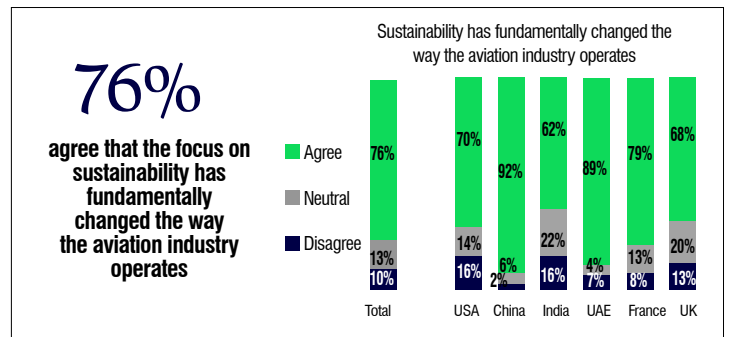


**Allen Paxson**  
Vice President and General Manager,  
Commercial Programs Strategy, GE  
Aerospace

**“ We also recognize the need to accelerate efforts and ensure that all industry stakeholders are on a level playing field.”**

The aviation industry is committed to the goal of achieving net zero CO<sub>2</sub> emissions by 2050, while also recognizing the need to accelerate efforts and ensure all key stakeholders are on the

playing field. While GE Aerospace and our partner engines powering three-quarters of the world’s flights, we recognize the responsibility that we must meet the industry ramp efficiently for our customers.



The airlines we are associated with, adopt measures towards sustainability of which alternate fuels and carbon off-setting take center stage. The other measures undertaken towards sustainability include fleet modernisation, sustainable packaging, and effective ground operations.

Many airlines are conducting SAF test flights and collaborating with biofuel producers. Investing in projects that reduce or remove greenhouse gases, such as reforestation initiatives or renewable energy projects enable us to offset our own carbon footprint. Sustainability is crucial for our organization as it aligns our growth



**Thomas Gregory**  
CEO & Co-founder, Fusion Specialized  
Shipping & Logistics

**“ Like the pax airline industry, cargo carriers recognize the importance of sustainability and take steps to mitigate emissions.”**

with environmental and social responsibility. Just like the pax airline industry, cargo carriers recognize the importance of sustainability and are taking steps to mitigate emissions. To manage their carbon footprint, cargo airlines often conduct assessments analysing the emissions, including direct ones from aircraft fuel combustion and indirect ones from ground operations and infra. These assessments help them identify areas of high emissions. While there may be some upfront investments required, the potential benefits and cost reductions related with sustainability initiatives can outweigh the initial expenses.





Sustainability is not about being more environmentally friendly, but about making the sector function effectively and efficiently. Cargo iQ's work to enhance quality, standards, and visibility in shipment handling to prevent damage and loss of cargo is fundamental to improving the industry's overall sustainability. The more smoothly the operations run, the fewer resources are wasted in rectifying mistakes.

Cargo iQ is working on several projects where our members aim to improve planning and control. With our Care Protocol initiative, our members will be able to combine schedule-based planning of processes with product-specific needs at the various interfaces and handling points. This could, for example, be the temperature control at transit station, where the GHA cannot only offer, but can be instructed to ensure that a



**Lothar Moehle**  
Executive Director  
Cargo iQ

pharma shipment will be kept in a temperature-controlled environment, customized for the product, while in the care of the GHA. Another project is our Road Feeder Services (RFS) optimization activ-

**“Although SAF is expensive, forwarders and shippers are willing to invest in achieving a clear environment.”**

ity, where our members will be able to plan RFS legs and processes such as flight operations, to decrease dwell and waiting times for trucks at terminal forecourts. In all conferences and meetings, the SAF replacing kerosene is not

only talked about, but several airlines and forwarders are offering their customers this option. Although SAF is expensive, forwarders and shippers are willing to invest in achieving a clear environment.

Besides SAF, many other actions are being taken as well—battery-powered vans and trucks, using environmentally friendly covers for pallets against rain and snow, replacing paper-based processes (e-AWB) with electronic devices, warehouses being equipped with LED lights, and more landlords fitting photovoltaic modules to generate clean electricity.

These are just a few initiatives our members are fully engaged in. Many small puzzle pieces will lead to a full picture in the future, and I know from many discussions that the industry, and in particular our members, are not just talking, but acting.

# Air cargo to the rescue during crises

Depending on the seriousness of the situation, the challenges can be many. These include aircraft availability, willingness of operators to fly to austere locations, overflight permits, landing rights, and the ever-changing situation where specific aircraft types are not permitted to operate, thus restricting the increasing costs, according to air cargo experts.



 Abigail Mathias

Addressing the role of aviation when natural disasters or crises

strike at the recent World Cargo Symposium, Willie Walsh, Director General, IATA, said, “When disaster strikes, airlines have delivered vital supplies to

affected communities around the world.”

He said during the recent earthquake in Turkey and Syria, the cargo airlines operated

over 350 relief and repatriation flights to flow in relief material to affected areas. “I am proud to be part of such an industry,” Walsh added.





**Guillaume Halleux**  
Chief Officer Cargo  
Qatar Airways Cargo

**“ Qatar Airways Cargo staff is well versed in moving relief shipments and understand the importance of these operations.”**

Qatar Airways Cargo is keen on extending a helping hand when it comes to mounting relief operations. We have ferried relief cargo on our scheduled flights and sent it through dedicated charter flights to several countries.

As air freight capacity dropped during COVID, Qatar Airways Cargo operated its full fleet of freighters, along with belly-hold flights and pas-

senger freighters to maintain global supply chains. We converted six Boeing 777-300ER passenger aircraft into mini-freighters to transport cargo. This was possible due to the collaborative efforts by our team and partners.

Qatar Airways Cargo and Airlink have delivered 58 shipments on behalf of 22 organizations offering transportation relief material. We live up to

our tagline ‘Moved by people’. Every relief operation comes with its set of challenges. We are pressed for time to obtain necessary regulatory approvals and it is important to have ground support at the destination airport. We require timely

hours and additional security measures should be provided on the ground to ensure the airline staff can carry out all activities without threats.

Our staff is well versed in moving relief shipments and understand the importance of



action from parties involved, while preparing a logistics plan—this is where team work and collaboration are of importance.

### **GOING THE EXTRA MILE**

Support from authorities is not only crucial when it comes to regulatory processes, but also on ground activities. Approvals should come within 24

these operations. We maintain a robust training and development programme so that the staff are trained in handling sensitive cargo across our global network: we have in-house Centralised Emergency Response Training. We conduct exercises that simulate emergency and business impact situations so that we can verify and improve our response strategies.

Chapman Freeborn has been involved in providing aid during natural and man-made disasters for 50 years. Providing relief to the affected depends on the current wider market conditions—aircraft availability. The sheer scale of the emergencies determine the impact it has on the air cargo market. Chapman Freeborn activates its Global Emergency Response Team within hours of one of these events occurring.

We have supported multiple freight forwarders and humanitarian organizations and delivered medicines to various countries during COVID. We were able to operate flights from multiple organizations from Europe, the Middle East, India, and Far East during natural disasters.

Many organizations have facilities in the UAE and Jordan that help in reducing transportation costs. We



**Neil Dursley**  
Chief Commercial Officer  
Chapman Freeborn

worked closely with multiple European governments to charter flights for sending their emergency response teams. In Afghanistan, we operated flights into Kabul weeks after the USA and ISAF Forces

**“ Depending on seriousness of situation, the challenges can be many like aircraft availability, landing rights.”**

pulled out, transporting multiple humanitarian teams.

### **OBSTACLES AND CHALLENGES**

Depending on the seriousness of the situation, the challenges can be many. They include aircraft availability, willingness of operators to go to austere locations, overflight permits,

landing rights, and the ever-changing situation where specific aircraft types are not permitted to operate.

We work closely with forwarders, specialist teams, and governmental and humanitarian organizations to provide the best solutions in the industry. Our team of experts work with our airline operator partners. We also liaise with long-standing partners to provide specific support in these locations. Our dedicated Flight Support team evaluates upfront the best airports to handle wide-body freighters, obtain permits and or overflight approvals.

Our teams of experienced subject matter experts are enhanced by junior trainees based in many locations around the world. They work with the leaders of the Emergency Response Teams, receive on-the-job training, ground handling, and witness the challenges faced daily, and learn quickly.



With Dubai as the Emirates SkyCargo hub and 140 destinations in our network, the carrier can reach billions of people within four hours, giving a geographical advantage in distributing emergency supplies.

As one of the world leaders in air freight, Emirates SkyCargo has established humanitarian airbridges to offer NGOs free of charge cargo capacity. Access is frequently a key obstacle, while ferrying goods to crisis zones, with damaged infrastructure or ongoing conflict. Emirates SkyCargo's network enables us to reach remote locations at a faster pace.

Emergency cargo such as pharma and medical supplies require specialist transportation. During the pandemic, Emirates SkyCargo led the aviation and air cargo industry to



**Nabil Sultan**  
Divisional Senior Vice President  
Emirates SkyCargo

help markets across the world. Leveraging our industry-leading pharmaceutical cool chain infrastructure and tem-

**“The influx of belly capacity for the peak summer leisure travel market applied downward pressure on freight rates.”**

perature-controlled EU GDP-certified airside hub, it transported one billion doses (4,200 tonnes) to affected countries. Close to two-thirds of the bil-

lion vaccines were ferried to developing countries.

We have been involved in many humanitarian response missions, harnessing the full reach of Emirates SkyCargo global operations to support in the crises.

#### **SPECIAL TRAINING**

Over the years, we have built extensive experience in supporting humanitarian relief logistics. From the longstanding relationships with local and global NGOs that enable quick response to liaison with ground handling staff in airports around the world, the Emirates SkyCargo team is poised to deploy humanitarian supplies to communities around the world impacted by natural disasters, medical emergencies, international outbreaks, and other crises.





**Supriya Salve**  
Partner  
Vegat Logistics Services LLC, Dubai

The reach of air cargo enable relief organizations to respond swiftly amidst chaos. My organization belongs to clearing and forwarding. An operation includes aiding in recovery and rebuilding process for communities in need.

Some obstacles include limited resources, inadequate planning, communication challenges, unpredictable nature of emergencies, potential security risks, and taking

quick decisions under high-pressure situations. Logistical issues, such as transportation and supply chain disruptions, can also complicate emergency efforts.

While handling a crisis in a dangerous territory, one must collaborate with local authorities and organizations, pre-

**“Logistical issues, such as transportation, supply chain disruptions, can complicate emergency efforts.”**

position emergency response teams, conduct regular training and simulations, leverage technology for real-time data collection and analysis, and implement effective communication systems.



**H.E. Major General Staff Pilot Stephen A. Toumajan**  
General Manager, National Search and Rescue Center

The NSRC is responsible for all civilian Search and Rescue (SAR) operations within the UAE’s Air and Maritime SAR Region. Aviation efforts via search and rescue teams play a major role in the UAE.

The use of sophisticated technology for air and cargo could be utilized to locate people who are lost and in need of help.

Training of the staff is ongoing to help with emer-

**“Training of the staff must be ongoing. It does not matter if one has been in the trade for five or 25 years.”**

gency and relief operations. It does not matter if one has been in the business for five or 25 years. The employees must be updated on a regular basis in order to adapt to various circumstances.

#### FACTFILE

- Use of sophisticated tech for air and cargo may be utilized to locate people.
- The staff must be updated regularly to adapt to various circumstances.





**Carlo De Ruvo**  
President, Confetra, Italian Confederation of Logistics, Transport, Freight Forwarding and relevant supply chain

**“During second phase of COVID, air freight assumed a place of importance in Italy.”**

In Italy, we do not have a clear perception of air freight within the Italian economy. Thirty per cent of Italian GDP is generated by exports. Of

this high value commodities such as luxury goods and pharma have a primary position and, within the logistic industry, high value commodities prefer air freight to other modes of transport.

During COVID, this perception changed following realization that air freight was critical to maintain our economy as raw material, auto spare parts and equipment could not arrive by ocean freight. In the second phase of COVID, air freight, which guaranteed a regular flow of medical equipment, assumed a place of importance. Air freight became even more visible following transportation of vaccines from the production plants

located all over the world to and from Italy. Before the pandemic, air freight capacity in Italy was based on pax flights since Italy is an important tourism destination.

Pax flights disappeared overnight after the pandemic, but the Italian logistic industry, once again, demonstrated its flexibility and resilience by deploying many solutions along with airlines partners and charter brokers.

#### FACTFILE

- Air freight capacity in Italy was based on passenger flights before COVID.







**Simona Bakaya**  
*Operations Manager*  
*United Legacy Travels, Kuwait*

Air cargo plays a vital role when it came to offering emergency supplies in the past five years. Its role during the

their cargo operations during the pandemic, which provided liquidity for the airport operators and, in some cases, ensured the longer-term solvency of the airport business.

Unforeseen events, such as the political conflicts or sudden weather changes, can impact the delivery of goods. Companies need to be prepared for such situations. Preparedness helps the firms to keep the supply chain ongoing without disruptions and limit delay in delivery of goods.

International air cargo teams must ensure coordination between the crisis management team and qualified specialists, and if necessary, information hotlines for the public be set up at a short notice.

To ensure that the crisis management team is never

**“Political conflicts or sudden weather changes, can impact the delivery of goods. Firms must be geared up for the obstacles.”**

pandemic has created momentum as the industry entered its recovery phase. Many airports managed to sustain or grow

unprepared, solutions must be prepared, including digitized crisis prevention and emergency planning. 🚚





# Soft improvement in freight capacity, demand

Cargo capacity, measured in ACTKs increased by 13.4% as compared to April last year. It was also up by 3.2% as against April 2019, marking the first time in three years that the cargo capacity has surpassed pre-pandemic levels. The uptick was also driven by belly capacity, says **Willie Walsh, Director General, IATA**.

 CT Bureau

IATA, which released the data for April global air cargo markets, showed a continued, but slower decline against the previous year's demand performance. Global demand, measured in cargo ton-kilometers (CTKs), fell by 6.6 per cent compared to April 2022 (fall of 7.0% for global operations). This decline was an improvement over the previous month's performance (-7.6%).

Capacity, measured in available cargo ton-kilometers (ACTKs), was up by 13.4 per cent compared to April 2022. It was also up by 3.2 per cent compared to April 2019, mark-



**Willie Walsh**  
Director General  
IATA

**“Industry is adjusting itself to the implications of the recovery in passenger demand that brings with it an expansion of belly capacity.”**

ing the first time in three years that the capacity has surpassed pre-COVID levels. The uptick is driven by belly capacity as demand in the passenger business recovers. Adjusting to this, freighter capacity declined by 2.3 per cent. Preighter operations ceased in March after more than two years of continuous activity.

#### **KEY FACTORS INFLUENCING DEMAND**

- The global new export orders component of the Purchasing Managers' Index (PMI), an indicator of cargo demand, improved in April. China's PMI level breached the critical 50-mark indicating that de-





## Air cargo market in detail - April 2023

	April 2023 (% year-on-year)					April 2023 (% ch vs the same month in 2019)			
	World share <sup>1</sup> (%)	CTK (%)	ACTK (%)	CLF (%-pt) <sup>2</sup>	CLF (level) <sup>3</sup> (%)	CTK (%)	ACTK (%)	CLF (%-pt) <sup>2</sup>	CLF (level) <sup>3</sup> (%)
<b>TOTAL MARKET</b>	100.0%	-6.6%	13.4%	-9.2%	42.7%	-5.3%	3.2%	-3.8%	42.7%
Africa	2.0%	0.9%	5.3%	-2.1%	48.2%	9.9%	-13.2%	10.1%	48.2%
Asia Pacific	32.4%	-0.4%	41.2%	-18.5%	44.2%	-9.0%	6.6%	-7.6%	44.2%
Europe	21.8%	-8.2%	7.8%	-8.6%	49.7%	-12.2%	-11.6%	-0.3%	49.7%
Latin America	2.7%	-1.6%	8.1%	-3.6%	36.4%	-3.4%	-7.3%	1.5%	36.4%
Middle East	13.0%	-6.8%	10.0%	-7.8%	43.1%	-2.9%	5.1%	-3.5%	43.1%
North America	28.1%	-13.1%	-1.5%	-5.0%	37.3%	3.6%	12.5%	-3.2%	37.3%
<b>International</b>	<b>86.8%</b>	<b>-7.0%</b>	<b>10.7%</b>	<b>-9.4%</b>	<b>49.3%</b>	<b>-5.1%</b>	<b>-0.9%</b>	<b>-2.2%</b>	<b>49.3%</b>
Africa	2.0%	0.3%	5.0%	-2.3%	49.1%	10.4%	-12.2%	10.0%	49.1%
Asia Pacific	29.7%	-3.6%	23.7%	-15.4%	54.4%	-6.8%	-1.2%	-3.3%	54.4%
Europe	21.5%	-8.7%	7.4%	-9.0%	51.3%	-12.7%	-11.3%	-0.8%	51.3%
Latin America	2.3%	-1.0%	11.0%	-5.0%	41.7%	-0.7%	-0.5%	-0.1%	41.7%
Middle East	13.0%	-6.8%	10.1%	-7.9%	43.4%	-2.8%	6.2%	-4.1%	43.4%
North America	18.4%	-12.1%	0.0%	-6.3%	45.9%	4.6%	8.5%	-1.7%	45.9%

<sup>1</sup>% of industry CTKs in 2022

<sup>2</sup>Change in load factor

<sup>3</sup>Load factor level

Note: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

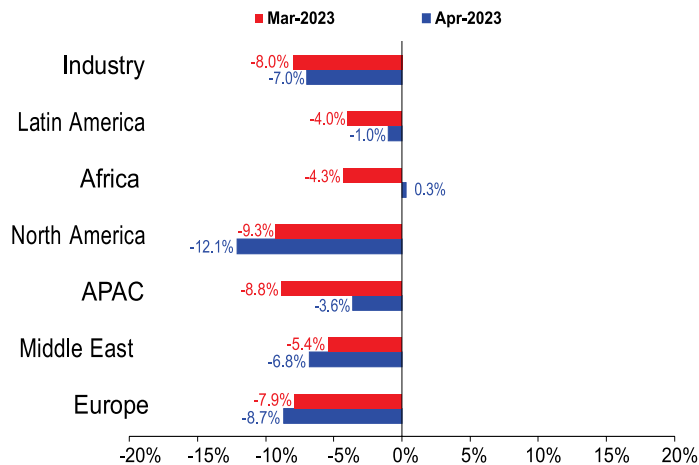
mand for manufactured goods from the world's largest export economy is growing.

- Global goods trade increased by 0.2 per cent in March, marking the first annual increase since November 2022
- Consumer and producer prices increases have moderated. The April headline Consumer Price Index recorded 5.0 per cent in the USA, 0.3 per cent in China, and 3.5 per cent in Japan. While Europe was higher at 8.1 per cent, it is below 11.5 per cent in October 2022

“The industry is adjusting itself to the implications of the recovery in passenger demand

### Growth in international CTKs by region (YoY)

International CTK growth (airline region of registration)



Sources: IATA Economics, IATA Monthly Statistics

## The uptick in air cargo is driven by belly capacity as demand in pax business recovered

that brings with it an expansion of belly capacity. Freighter operations stopped in March and freighter services were scaled back by 2.3 per cent in April. The demand environment is challenging to read. Tapering inflation is a positive. But the degree and speed at which that could lead to loose monetary policies, which might stimulate demand is unclear,” said Willie Walsh, Director General, IATA.

### REGIONAL PERFORMANCE


Middle Eastern carriers experienced a 6.8 per cent year-on-year decrease in cargo volumes in April 2023. This was a slight decline, 5.5 per cent, in performance compared to the previous month. Cargo capacity increased 10.0 per cent as compared to April 2022. 📈





# Tension mounts as **global** air cargo demand declines

Global air freight spot rates fell by 40% in May from a year earlier. An increase in capacity and shortage in demand led to fall in dynamic load factor (DLF). There are many freight forwarders who want to grow, but cannot because the air freight demand is absent, says **Niall van de Wouw, Chief Airfreight Officer, Xeneta**.

 CT Bureau

As the global air cargo market heads into the weaker summer months with general air freight rates falling in May to their lowest level since March 2020, there is tension among freight forwarders. Restless freight forwarders and airlines went in search of volumes, indicated the latest weekly market analysis by CLIVE Data Services, part of Xeneta.

The air freight spot rates fell by 40 per cent in May from a year earlier, reaching its lowest ebb in over three years of US\$2.41 per kilogramme, just days after



**Niall van de Wouw**  
Chief Airfreight Officer  
Xeneta

**“The influx of belly capacity for the peak summer leisure travel market applied downward pressure on cargo rates.”**

IATA forecast airline cargo revenues and yields could fall by more than 31 per cent and 29 per cent, respectively, this year.

Softening of global air cargo demand saw a less severe YOY drop of 1 per cent in chargeable weight in May, the lowest monthly decline in the past 12 months. The influx of belly capacity for the peak summer leisure travel market applied more downward pressure on rates. Global air cargo capacity in May continued its double-digit increase, up by 14 per cent year-on-year.

An increase in capacity and a shortage in demand led to an inevitable fall in dynamic load





factor, CLIVE's measurement of global volume and weight perspectives of cargo flown and capacity available, which fell by 5 per cent versus 55 per cent in May 2022.

Niall van de Wouw, Chief Airfreight Officer, Xeneta said, "It is not only rising capacity, which is causing restlessness. There are several forwarders in the market who want to grow but cannot because the air freight demand is absent. So, as we highlighted in April, they are looking to take a bigger share from someone else."

The year on year decline of freight rates on most of the major fronthaul lanes in May outpaced the industry average. In line with deteriorating Purchasing Managers' Index (PMI) readings, the outbound south-east Asia market experienced the largest year on year rate fall among top fronthaul corridors. Its spot air cargo rates to the USA and Europe fell by 68 per cent and 62 per cent, respectively, over the month. North-east Asia, excluding mainland China, to the USA saw cargo rates slump 60 per cent from a year ago. The only exception is the corridor from China to the USA. It recorded 31 per cent decline from a year ear-

lier, below the industry average of -40 per cent. This is the only corridor among major lanes to experience a price surge from a month ago.

"Freight forwarders and airlines are nervous of missing

Global summary of the general air freight market in May 2023			
Region	Dynamic load factor		
	May '23 <i>Abs. in %</i>	vs May '22 <i>Change in p.pts %</i>	vs Apr '23 <i>Change in p.pts %</i>
Global	54	- 5.8	-1.7
<b>Outbound:</b>			
Asia Pacific	67	-3.1	+0.7
North America	48	-5.7	-1.2
Europe	53	-10	-5.1
Middle East & Central Asia	52	-5.8	+0.6
Latin America	61	-3.1	-4.0
Africa	49	+2.4	-0.1

*Source: CLIVE Data Services, now part of Xeneta*

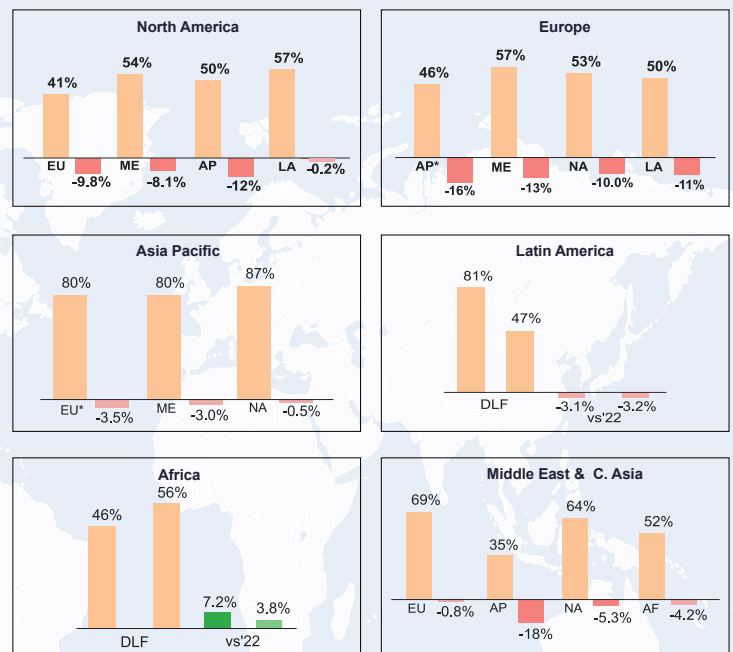
cargo volumes. "It is a time of stick or twist for the airlines and forwarders. Do they become more short-term driven and flick the let-us-just-buy-the-volumes switch or do they sit it out? Do they take drastic action or hold their course? In my conversations with the airlines and forwarders during

Transport Logistic in Munich in mid-May, though the market was slow, there was no panic. But the market sentiment seems to be changing. More airlines and forwarders are accepting that the hopes of an uptick in the peak season demand later in the year are dwindling," said van de Wouw said. 📉

## Global lane developments of the general air freight market in May 2023

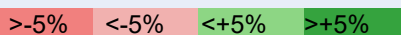
\*The dynamic load factor and capacity analyses for these lanes also include the flights between Asia Pacific/Africa and Middle East.

Notes: Dynamic loadfactor (DLF) is in absolute percentage and Year over year growth (YoY) is based on the change in percentage points.



Year-over-year (y-o-y) percentage points difference:

Source: CLIVE Data Services, now part of Xeneta



# Transforming KSA into global logistics hub

Vision 2030 is the roadmap to build a globalized country with sustainable progress. Logistics and transport are the backbone of any economy, and our aim is to develop the sector, build connectivity, and enhance our global competitiveness, says **His Excellency Saleh Al Jasser, Minister of Transport**.

CT Bureau

In line with the Vision 2030, the Ministry of Transport and Logistics Services has laid out an ambitious strategy to transform the Kingdom of Saudi Arabia into a leading industrial powerhouse and global logistics hub. The objective is to develop the Kingdom's transport and logistics sector and address the increasing global demand for logistics services.

Ever since the sector has witnessed an unprecedented growth and progress, making its mark on the international logistics industry, a direct outcome of the continuous efforts by the Ministry. In the recently



**Excellency Saleh Al Jasser**  
Minister of Transport  
Kingdom of Saudi Arabia

**“The aim is to develop the Kingdom’s transport and logistics sector and address the increasing global demand for logistics services.”**

released Logistics Performance Index 2023 (LPI) recently published by the World Bank, the Kingdom made significant progress, moving up 17 ranks to the 38<sup>th</sup> position from 55<sup>th</sup> in 2018.

To bolster the KSA's efforts in this direction, His Royal Highness Crown Prince Mohammed bin Salman has launched comprehensive programs focused on different aspects of the sector.

The National Transport and Logistics Strategy (NTLS) was launched in 2021 with the objective to strengthen human and technical capabilities in the transport and logistics sector in the Kingdom. Earlier in 2019,





that is, around SAR 20.1 billion. Boosting its cargo capacity and bolstering supply chains further, the Kingdom announced the launch of 59 logistics zones by 2030, 21 of which are already operational.

The KSA also inaugurated its first Special Integrated Logistics Zone (SILZ) at King Khalid International Airport, Riyadh. The measures are part of the infrastructure development strategy and aim to fuel business growth, attract invest-

and streamlining processes to the international standards to provide world-class infrastructure and services. Our focus is on opening the Kingdom to the world with a multitude of opportunities,” said His Excellency Saleh Al Jasser, Minister of Transport.

In October 2022, His Royal Highness The Crown Prince also launched the Global Supply Chain Resilience Initiative (GSCRI) to attract local and global investments in the sup-

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## ***We are putting all our weight into developing internal and external supply chains and streamlining processes to provide world-class infrastructure and services***

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ment, and increase the sector’s non-oil revenue to SAR 45 billion annually by 2030.

“Vision 2030 is the roadmap to building a globalized country with sustainable progress, transport and logistics are the backbone of any economy, and our aim is to develop the sector, build connectivity and enhance our global competitiveness as a country. We are putting all our weight into developing internal and external supply chains

ply chain sector. Aiming to raise 40 billion riyals (US\$10.64 billion) in its first two years, the initiative has set 10 billion riyals in financial and non-financial incentives for investors.

Pushing toward a transformation, the KSA has earmarked milestones for the rail, road, maritime, and aviation sectors. The largest GCC nation, the Kingdom also aims to create more than 200,000 jobs in the sector by 2030. 🇸🇦

the National Industrial Development and Logistics Programme (NIDLP) was launched to build the Kingdom’s industrial and logistical capabilities and position it as a global leader in the industry.

The programmes aspire to position the KSA as a global logistics hub. With a unique geographical location, connecting three continents—Europe, Asia, and Africa—the country is in an advantageous position to become the gateway facilitating easy trade and movement of goods across continents. Located on the Asia-Europe trade route, the Kingdom hosts 12 per cent of the global container trade passes per annum.

KSA has been on the fast-track to shift its economy away from oil and build a more diverse and holistic economic ecosystem.

Currently, the logistics sec-


tor contributes 6 per cent of the Kingdom of Saudi Arabia’s GDP and is projected to contribute 10 per cent by 2030,



# Vision 2027: Qatar Cargo relaunches air routes



Qatar Cargo relaunches flights to Haneda, Nice, Manama and Sarajevo and continued to expand in Middle East. We are enhancing our operations globally by such expansions, reintroductions and capacity increases via our next generation strategy and Vision 2027, says **Guillaume Halleux, Chief Officer Cargo**.

 CT Bureau

**Q**atar Airways Cargo relaunched services to Tokyo's Haneda Airport recently. The reintroduced flights bring the total weekly tonnage to and from Japan to 600 tons each way. General cargo makes up for most exports from Tokyo, followed by vulnerable cargo and dangerous goods. As for imports, they comprise general cargo and perishables.

From 30 May, the carrier commenced four weekly passenger Airbus A320 flights from Doha to Sarajevo with six tons of weekly cargo capacity, including general and vulnera-



**Guillaume Halleux**  
Chief Officer Cargo  
Qatar Airways

**“ Qatar Cargo began four weekly passenger flights from Doha to Sarajevo with six tons of weekly cargo capacity.”**

ble cargo and pharmaceuticals. Expanding in the Middle East, the carrier has commenced flights to Bahrain, providing customers with 11 tons of cargo space on the A320 passenger flights each week, each way. In addition, Qatar Airways Cargo introduced two Boeing 777 freighters to Dammam, bringing the weekly tonnage to and fro to 350 tons. A new freighter frequency was introduced to Riyadh, bringing the total number of frequencies to five—Boeing 777 freighters each week on top of the quadruple daily passenger flights, providing more than 850 tons of cargo capacity each way to and from Riyadh.





Guillaume Halleux, Chief Officer Cargo, Qatar Airways said, "Customer-centricity has been at the core of our business. Through such expansions, reintroductions and capacity increases via our Next Generation strategy and Vision 2027, we are enhancing our services and operations globally. The relaunch of flights to these destinations

dangerous goods, vulnerable cargo, and other types of cargo are flown in to Nice. With freighters to Lyon and Paris and belly-hold flights to Nice and Paris, the cargo carrier's weekly cargo capacity to and from France increases to 1,100 tons each way.

Qatar Airways Cargo serves a global network of more than 70 freighter des-

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## ***Expanding in the Middle East, the carrier has commenced flights to Bahrain, Dammam, and Riyadh. Relaunching air routes was also part of its Next Generation strategy***

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and increased frequencies offers our customers direct and increased capacity to these destinations."

Qatar Airways Cargo also relaunched pax flights to Nice on 9 May with carrying (exports) cargo comprising general cargo, dangerous goods, pharma, while on the imports front, general cargo,

destinations and 150 passenger destinations utilizing freighters and belly-hold passenger flights. The cargo airline's fleet comprises two Boeing 747-8 freighters, two Boeing 747-400 freighters, 26 Boeing 777 freighters and one Airbus 310 freighter. It also has an extensive road feeder service (RFS) network. 🇸🇦



# IATA Ground Handling Summit in Abu Dhabi

The 35<sup>th</sup> IATA Ground Handling Conference highlighted recruitment and retention, global standards, and digitalization to enable the ground handling sector build resilience and ensure long-term sustainability. The three priorities were elaborated in detail at the summit organized in Abu Dhabi.













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# QAC, QAS finish full suite of IATA CEIV Certifications

Qatar Airways Cargo and ground handler, Qatar Aviation Services are the first in the world to complete the entire suite of IATA CEIV certifications. It is a testament to their hard work and delivering the highest standards of quality in air cargo transportation, says **Brendan Sullivan, Global Head, Cargo, IATA.**



 CT Bureau

Qatar Airways Cargo, along with its ground handling partner, Qatar Aviation Services (QAS) Cargo, has set not only a new benchmark for excellence in the industry, but also achieved the complete suite of IATA CEIV certifications—CEIV Fresh,

CEIV Lithium Batteries, CEIV Live Animals, CEIV Pharma, IEnvA registered and United for Wildlife program.

Also, the cargo carrier and its ground handler in Doha is the only ones worldwide to have achieved the IATA Centre of Excellence for Independent Validators in Perishable Logistics (CEIV Fresh) certifica-

tion. With this certification, the cargo carrier reinforces its position as a reliable partner for customers seeking safe and efficient transportation solutions for perishable cargo.

The IATA CEIV Fresh standard encompasses the entire supply chain, including operational and technical aspects, ensuring that perishable goods

maintain their freshness, quality, and integrity throughout the transportation process.

“Being the first and only airline worldwide along with its GHA to achieve the full suite of IATA CEIV certifications is a testament to their dedication and hard work to delivering the highest standards of quality and reliability in air cargo



transportation. Qatar Airways Cargo and QAS Cargo's achievement of the IATA CEIV Fresh certification reflects their pursuit for excellence and their unwavering commitment to the carrier's customers, keeping them always at the heart of everything we do," averred Brendan Sullivan, Global Head, Cargo, IATA.

"Qatar Airways Cargo and QAS Cargo are the first companies globally to complete the full suite of IATA CEIV certifications, thus reinforcing their position at the forefront of air logistics," Sullivan said.

"We also congratulate Qatar Airways Cargo and QAS Cargo on obtaining the IATA Centre of Excellence for Independent Validators in Perishable Logistics (CEIV Fresh) certification, thereby showcasing their commitment to maintaining high global standards. This certification is a boost to their service offerings, demonstrating efficient and high-quality handling of perishable goods," he added.

The CEIV Fresh certifi-



**Brendan Sullivan**  
Global Head, Cargo  
IATA

cation demonstrates Qatar Airways Cargo's sustained commitment to the highest standards, while handling and transporting perishable goods.

This is achieved through quality and risk management, training for staff handling the transport of perishables, transparent and open com-

**“QAC and QAS achievement reflects their pursuit for excellence and their unwavering commitment to the carrier’s customers.”**

munication as well as collaboration with its partners and the stakeholders.

By obtaining this accreditation, the Qatar Airways and its ground handler have proven their ability to meet the requirements for the transportation of all kinds of perishables such as fruits, veg-

etables, seafood, meat, and flowers. The carrier has also invested in latest facilities, cutting-edge technology, and robust quality control measures in the industry.

This achievement reflects the firm dedication of Qatar Airways Cargo and QAS Cargo in providing superior service to their customers, while prioritizing the safety and well-being of cargo being transported and offering a seamless cool chain for all perishable products.

Between 1 April 2022-31 March 2023, the UAE-based cargo carrier transported as many as 285,000 tons of perishables. The cargo carrier is an elected member of IATA's Perishable Cargo Working Group, IATA Live Animals and Perishables Board and is a member of pharma.aero and a board member of the Cool Chain Association (CCA) since 2021, contributing to improve the temperature-sensitive supply chain, while reducing food loss and wastage in the perishables sector. 🍎





# DHL to invest globally in making sustainable fuel

DHL has remained committed to reducing its carbon footprint with timely initiatives. The company is committed to reducing its carbon footprint by investing EUR 7 billion in producing sustainable fuel and clean technologies by 2030, says **Fabio Weiss, Vice President, Head, Air Freight MEA, DHL.**

 Abigail Mathias

## How has DHL managed to sustain its role as a vital part of the air freight community globally and the Middle East?

DHL has maintained its role in the international air freight community through several strategic initiatives. With our extensive international network, DHL links regions and serves customers worldwide, ensuring a flow of air freight. This connectivity or linkage is crucial for shipping essential supplies to countries that are in need of them, supporting aid efforts to third-world countries.

Our international infrastructure plays a significant role in running air freight operations smoothly, contributing to the logistics and supply chain support required in critical situations. The DHL Global Forwarding has played a significant role in the international vaccine supply chain during the pandemic. The company distributed 1.8 billion doses of vaccines to 174 countries worldwide.



**Fabio Weiss**  
Vice President, Head, Air Freight MEA  
DHL

## What are some of the recent changes the air freight industry has witnessed?

The sector has experienced turbulent times last year due to low demand, escalating fuel costs, grounded flights, and route reductions. Factors such as limited belly capacity and increasing jet fuel prices pushed up air freight prices. The downward trend continued till Q1 of 2023, but its future does not seem bleak.

**“There is some positive news. The demand for Middle Eastern-Europe routes have been trending upward.”**

In March, Middle Eastern carriers experienced a 5.5 per cent year-on-year decrease in cargo volumes. It was an improvement as compared to the previous month's decline of 7.1 per cent. It is worth mentioning that overall demand in March slipped back below 2019, indicating a volatile first quarter for air cargo.

Despite the challenges, there is some positive news.

The demand for Middle Eastern-Europe routes have been trending upward in the recent months, suggesting potential growth opportunities in this market segment.

Additionally, the cargo capacity has increased by as much as 9.7 per cent compared to March 2022, indicating the industry's ability to adapt and accommodate potential future growth.

However, it is all the more important to acknowledge the overall trading environment remains tough, and that several indicators for the fundamental drivers of air cargo demand are weak or weakening. These factors contribute to the volatility and uncertainty observed within the global air freight industry.

## Can you share some of DHL's plans for expansion of air cargo operations in the Middle East?

At DHL Global Forwarding, we are committed to expanding



and strengthening our air cargo operations in the Middle East. Our recent signing of an MoU with Turkish Cargo highlights our dedication to enhancing our capabilities in the region. Our strategic partnership with Turkish Cargo serves as a testament to our commitment to meeting the evolving needs of businesses and customers in the Middle East.

By leveraging the extensive network and operational expertise of Turkish Cargo, we can enhance our air freight services and offer reliable transportation solutions catering to the specific requirements of the region.

This commitment aligns with our unwavering dedication to meeting the ever-growing demand for top-notch transportation solutions throughout the Middle East. Through initiatives focused on continuous development and enhancement, we are poised to fulfill the evolving needs of reputable businesses and discerning customers in the region. Our relentless pursuit of operational excellence

ensures we deliver efficient transportation solutions that consistently exceed expectations.

### **Sustainability is an integral part of DHL's plans.**

**Can you give us an insight on how sustainable initiatives are integrated in the company?**

DHL Global Forwarding is committed to reducing its carbon footprint by investing EUR7 billion in sustainable fuel and clean technologies by 2030 to comply with the Paris Climate Agreement.

For example, we recently launched a new Carbon Intelligence programme as part of our digital customer platform, myDHLi. It offers customers a variety of options for reducing, tracking, and reporting their carbon emissions (in terms of setting and offsetting).

With our GoGreen Plus Service, the customers could neutralize their emissions for air freight shipments via the usage of SAF. The carbon emissions are reduced where they are emitted, what we call Carbon Insetting, and the achieved reduction of our services are transparently passed onto the customers.

### **How is the digitization of supply chain incorporated in DHL worldwide?**

DHL has embraced digitalization of the supply chain worldwide by recognizing its transformative potential and the benefits it brings to their operations.

use interface ensures that the customers have all relevant information on hand. It also features common social media functions such as follow and share, and relevant information can be easily accessed across organizations and shared with trading partners.

We have rolled out our digital road freight solution platform, Saloodo! in the region in order to inject greater transparency, real-time visibility, and efficiency to the regional road network. Saloodo! enables the shippers to identify trusted and reliable freight carriers, and in turn, help the carriers manage existing fleets and optimize capacity with full-truckload shipments.

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## **Limited belly capacity hiked jet fuel prices and pushed up air freight cost. The downward trend continued till Q1 of 2023, but it's future is not bleak**

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The company has integrated disruptive technologies and digital solutions into its supply chain processes, enabling a connected and intelligent digital supply network.

At DHL, we have always been a business that champions customer-centric solutions to transform the logistics industry. In early 2020, DHL launched myDHLi—the only fully integrated online platform for freight forwarding customers to access online services for full shipment visibility and control on one platform.

myDHLi provides complete visibility in the management of freight rates, transport modes, carbon emissions, and other relevant shipment data. The highly intuitive, easy-to-

### **What are some of DHL's plans in this region?**


At DHL Global Forwarding, we are guided by our Strategy 2025, which focuses on harnessing globalization, e-commerce, digitalization, and sustainability for the profitable long-term growth of our business.

DHL Global Forwarding is committed to serving the needs of the customers in the coming year with digital-driven solutions that improve sustainability and efficiency.

Our online marketplace Saloodo! is leading the movement to 'Uberize' trucking by helping the carriers manage their fleets in a bid to optimize the capacity of their full truckload shipments. 🚛

# dnata continues efforts to reduce its carbon footprint

dnata will invest US\$100 million in green operations in two years to enhance its environmental efficiency globally. Also, with the UAE's dry climate, dnata has installed a Reverse Osmosis Plant to re-use condensate water from the cooling systems in its cargo warehouses in Dubai, says **Steve Allen, Group CEO, dnata**.

 CT Bureau

dnata, a leading global air and travel services provider, continues its efforts to meet its pledge of reducing its carbon footprint and waste to landfill by 20 per cent by 2024, as part of its two-year green operations strategy. The ground handler's recent initiatives include continued investments in infrastructure, green ground support solutions and, process improvement.

In June 2022, dnata stated it would invest US\$100 million in green operations in two years to enhance its environmental efficiency globally. dnata offers quality and safe ground handling, cargo, travel, catering, and retail services in 38 nations. In 2022-23, its teams handled 710,000 aircraft turns, moved 2.7 million tons of cargo, uplifted 111.4 million meals, and recorded a total transaction value (TTV) of travel services worth US\$ 1.9 billion.

Steve Allen, Group CEO, dnata, said, "We are proud to have made vital progress on improving our environmental performance since the announcement of our strategic objectives. I thank each team member for their hard work and contributing to our green initiatives that help us make a difference across our global operations. We will continue our investments and efforts alongside our partners to further reduce our environmental footprint."

## RENEWABLE ENERGY

As part of its efforts to improve global resource efficiency,

dnata has continued to make significant investments in renewable energy. This includes the installation of rooftop solar power systems across its existing facilities.

dnata has installed solar panels at its operating facilities in Singapore, and at its

in the UK and Ireland is from renewables from local grids.

## CONSERVING WATER

In addition to solar power, dnata is investing in systems to collect and re-use condensate from air conditioning units and rainwater at both of its existing

feeding irrigation systems within the facility and potable uses, achieving a 50 per cent saving on water costs by 2025. The system has been configured in the Philippines using the same technology, but to collect and recycle rainwater for drinking and washing purposes. This



SnapFresh facility in Australia. These generate more than 4,300 MWh of renewable electricity annually, saving approximately 1.85 million kilograms of carbon dioxide emissions. Phase 1 of a solar PV panel installation in Pakistan also commenced, which is likely to generate 244,000 kWh per annum. Also, all electricity purchased

and new facilities. These initiatives optimize water usage and associated costs. dnata's new 20,000m<sup>2</sup> cargo facility in Iraq, which will begin operations in 2024, will include environmentally sustainable features, including a rooftop rainwater harvesting system. This will capture, treat, and store rainwater in underground tanks,

technology will also shortly be implemented at dnata's Singapore facilities.

With the UAE's dry climate, dnata has installed a Reverse Osmosis Plant to re-use condensate water from the cooling systems in its cargo warehouses in Dubai. This has resulted in 5,000 liters of reused water per day for washing and cleaning.



dnata also launched a bottle-free drinking water system at its Corporate Headquarters, dnata Travel Centre and Alpha catering facilities, which will reduce plastic consumption and conserve 95,000 liters of bottled water per year.

### USAGE OF BIOFUEL

dnata continues to invest in the electrification of its ground handling fleet, and the use of biofuel, wherever feasible, to reduce emissions. More than 15 per cent of the company's global fleet is now electrified. dnata continues to support its global airport partners to prepare the infrastructure for further electrification, he added.

The firm understands electrification is the solution to its ground handling fleet. It considers airports' climatic conditions and available infrastructure, and invests in a mix of equipment types, including biodiesel, electric, hydrogen and hybrid to maximize environmental and operational efficiency globally.

As part of the crucial role that it plays during the winter operations in Switzerland, dnata added five new hybrid de-icing trucks to its ground support equipment (GSE) fleet in 2022.



**Steve Allen**  
Chief Executive Officer  
dnata Group

This increased the number of electric GSE in its operations to 35 per cent. In the Netherlands, dnata switched over to 100 per cent biofuel for all legacy GSE fleet in January 2023, marking a milestone in its sustainable journey in Amsterdam, where 55 per cent of its fleet is electric.

### REDUCING WASTE TO LANDFILL

To reduce its carbon footprint in ways other than emissions, dnata is determined to reduce waste to landfill, and is collab-

“dnata has installed a RO Plant to re-use condensate water from cooling systems in its cargo warehouses in Dubai.”

orating with industry leaders and policymakers on treatment of global catering waste. dnata is also targeting a 20 per cent diversion of waste from landfill by 2024. dnata is investing in sustainable solutions for cargo waste materials, such as transport belts and nets, that are destined for landfill.

dnata catering's retail division is working closely with its airline partners, introducing the pre-ordering of passenger inflight meals. This cuts food wastage, and therefore, the need for airlines to burn larger

quantities of fuel to transport heavier aircraft.

### IATA'S IENVA PROGRAM

In December 2022, dnata signed up to IATA Environmental Assessment program, based on globally recognized environmental and sustainability standards as well as industry best practices. It is a commitment to improve environmental sustainability within the aviation field and is focused specifically on dnata's core operations. These include cargo handling facilities, catering, freight forwarders, and ramp handlers. dnata is working towards full certification prior to the end of 2023.

### UN GLOBAL COMPACT

dnata joined the United Nations Global Compact (UNGC), a voluntary global initiative to promote responsible business practices, and advancement of the SDGs. dnata is committed to implementing 10 principles of the UNGC in human rights, labour, environment, and anti-corruption. dnata will benefit from access to the UNGC's tools and resources to engage with its staff across the globe and improve their learning and training in sustainability. 🌍



# ‘Digital tool to help us identify



**Leonard Rodrigues, Head of Revenue Management & Network Planning, Etihad Cargo**, gave an insight into the operations of the digital tool, Sales Cockpit. The tool was released by the carrier recently. The tool will enable Etihad Cargo to design custom proposals and solutions tailored to different routes.

 Abigail Mathias

## How will the Sales Cockpit boost sales for Etihad Cargo?

Sales Cockpit will enable us to use industry data, which helps carriers to benchmark their performance against the rest of the industry, and operational data. It allows the carriers to understand how cargo is loaded on to the aircraft and gain insights into constrained and unconstrained routes, to analyse the level and value of support provided at an individual customer level. This will enable Etihad Cargo to design custom commercial proposals and solutions that are tailored to different routes and have a higher probability of success than simple identification.

By using Sales Cockpit, Etihad Cargo intends to provide a practical link between global



**Leonard Rodrigues**  
Head of Revenue Management & Network Planning, Etihad Cargo

discussions and local traffic. With the use of past data and forecasted trends, we can access a precise overview of where we expect our key accounts to finish the year. On a global level,

conversations between our team in Etihad Cargo's headquarters and our customers will reflect an agreement to end-of-year targets and define focused steering on certain lanes or products. Sales Cockpit will help Etihad Cargo to communicate those conversations with relevant sales teams and enable us to allocate resour-

those agreed targets, in a true joint effort between global and regional teams.

### Elaborate on some of the research undertaken to test the use of the digital tool?

Sales Cockpit is the latest development in Etihad Cargo's digitization armoury. It is com-

**“The tool allows the carrier to understand how cargo is loaded on to the aircraft and gain insights into constrained and unconstrained routes.”**

es, using the recommended, automatically generated sales initiatives Sales Cockpit provides, to efficiently achieve

mitted to simplify interactions with our customers and partners and providing enhanced levels of customer service. We



# customer solutions'



began discussing the development of Sales Cockpit with Rotate in the second half of 2022, as markets began to normalise, and the decision-making process shifted back to being regional rather than global. We knew we wanted a tool that would make the vast amounts of data available valuable and accessible for our dedicated sales teams and our customers, ensuring that we could have meaningful interactions and provide tailor-made solutions.

Sales Cockpit will help us identify solutions for our customers, ensuring our sales representatives and commercial teams have access to updated data analysis. This apart it will also provide a real-time snapshot of our business on routes and enable us to offer solutions to each customer.

Artificial Intelligence (AI) solutions and Machine Learn-

ing (ML) are helping us to optimise our operations and drive better decision-making, increase visibility, and maximize capacity. We are using Robotic Process Automation to automate manual labor processes to achieve efficiency for the benefit of our customers. Sales Cockpit's development is ongoing, and we will be launching the tool in next six months.

## How has your partnership with Rotate help provide the right expertise to initiate top-class digital solutions for Etihad Cargo?

We have taken strides in developing and adopting innovative tools as part of our digitalisation strategy, which was launched in 2018. We are on the lookout for organizations to partner with and enable us to launch tools that

enhance customer service. Rotate is unique in that it combines sales planning expertise and a desire to work on co-developing a cutting-edge solution that transforms how we use data to strengthen partnerships and add value to customers. Etihad Cargo has a long relationship with many team members now working with Rotate. In the past, Etihad Cargo has conducted focused sessions that have allowed us

to dive deep into the commercial performance of a station and look at it from all angles, including customer mix and capacity share, to develop efficient initiatives.

It made perfect sense for Etihad Cargo to partner with Rotate to work together on a solution building on focused sessions and create a solution to enhance how we use data to improve the customer experience.

## Have any customers tried Sales Cockpit? If so, what is their opinion of it so far?

Sales Cockpit is still in the development stage, so the tool has not been rolled out. Etihad Cargo will be launching the tool following development and trials, and we are expecting to be utilising it across all Etihad Cargo's locations by the end of this year. 🚀

### FACT FILE

- Etihad Cargo has ties with Rotate. Many team members are working there now.
- Sales Cockpit will help the carrier identify solutions for customers.

# Kanoo Logistics five decades in technological advancement

Kanoo Travel launched 'Kanoo Travel More' for offshore, marine, resource, and energy travel solutions, as well as the emergence of a partnership with Norway-based G Travel International, to deliver global travel management services, says **Fadi Ayoub, Commercial Manager, Kanoo Logistics UAE & Oman.**



## In your opinion how has the landscape of logistics in the Middle East developed over the past few years?

The logistics landscape has observed substantial developments over the past few years. These are major developments:

- **Infrastructure development:** Middle Eastern countries, such as the UAE, Saudi Arabia, and Qatar, have invested in transportation infrastructure. This includes development of airports, seaports, logistics parks, and modern road networks.

- **Expanding port capacities:** Gulf countries have been expanding seaports to accommodate larger mother vessels and handle increasing trade volumes. For example, Jebel Ali Port, one of the largest ports in the region, has expanded its capacity to become a major transshipment hub. Similarly, Saudi Arabia's King Abdullah Port and Oman's Sohar Port have become important logistics hubs.

- **Technological advancements:** The Middle East logistics sector has been involved in various technological progresses to improve efficiency. AI, Blockchain and IoT are being used to optimize supply chain operations, track shipments, and improve overall visibility.

- **Free zones and logistics hubs:** Free trade zones and logistics hubs have been set up across the region to attract foreign investment, promote trade, and facilitate logistics



**Fadi Ayoub**  
Commercial Manager  
Kanoo Logistics UAE & Oman

operations. Dubai's Jebel Ali Free Zone, Bahrain Logistics Zone, and King Abdullah Economic City in KSA are examples of such developments.

- **Focus on sustainability:** The Middle East is prioritizing sustainability in logistics operations. This includes adopting eco-friendly practices, promoting renewable energy sources, and investing in electric vehicles and alternative fuels.

## How does cargo join forces with airlines and airports to increase its productivity?

Cargo firms collaborate with airlines and airports in several ways to increase productivity including the following:

- **Partnerships:** The firms often establish partnerships and agreements with airlines to increase their transportation capacity and network.

- **Handling facilities:** Airports provide dedicated cargo handling facilities where cargo companies can process, sort, and store shipments.

- **Capacity planning and optimization:** Airlines and forwarders engage in collaborative capacity planning to optimize freight operations. By sharing data on anticipated cargo volumes, seasonal fluctuations, and market demand, they can plan and allocate resources efficiently.

- **Priority and special handling:** The firms collaborate with airlines and airports to ensure priority handling of time-sensitive or high-value shipments.

- **Customs and regulations:**

The firms collaborate with airlines and airports to ensure compliance with customs and regulatory needs. This includes coordinating the submission of necessary documentation.

## How has Kanoo Logistics grown over the years and are there any milestones you would like to share?

Set up 50 years ago, Kanoo Logistics offers global forwarding and end-to-end multimodal supply chain solutions to a diverse portfolio, including manufacturing, petrochemical, automobile, chemical and FMCG sectors. It is known as a reliable logistics enterprise, capable of moving freight right around the globe.

Our branches are located all over GCC, including KSA, UAE, Oman, Bahrain, and Qatar as well as a far-reaching worldwide network that we are part of. We offer services customized to meet the demands of your business. With global reach and local know-how, we provide Multimodal Supply Chain solutions to a diverse portfolio. 🇦🇪



(L-R): Fahad Kanoo, CEO, UAE and Oman, The Kanoo Group, Ali Abdulla Kanoo, Chairman, The Strategic Business Units and Finn Hansen, Owner, G Travel International, Sverre Husby, Director before launching the 'Kanoo Travel More' for offshore, marine, resource and energy travel solutions



# Kanoo joins forces for eco-friendly practices

Kanoo Travels offers global forwarding and end-to-end multimodal supply chain solutions. The Middle East is prioritizing sustainability in logistics operations. This includes adopting eco-friendly practices, promoting renewable energy sources, and investing in electric vehicles and alternative fuels.





# Kingdom of Cambodia and UAE sign **trade deal**

The UAE-Cambodia trade deal is new milestone in our foreign trade agenda that strengthens the UAE's role in the East-West trade corridor. It will open doors for exporters to reach millions of consumers, says His Excellency Dr Thani bin Ahmed Al Zeyoudi, Minister of State for Foreign Trade.

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The UAE and the Kingdom of Cambodia have signed a Comprehensive Economic Partnership Agreement that seeks to eliminate or reduce customs duties, get rid of trade barriers, open market

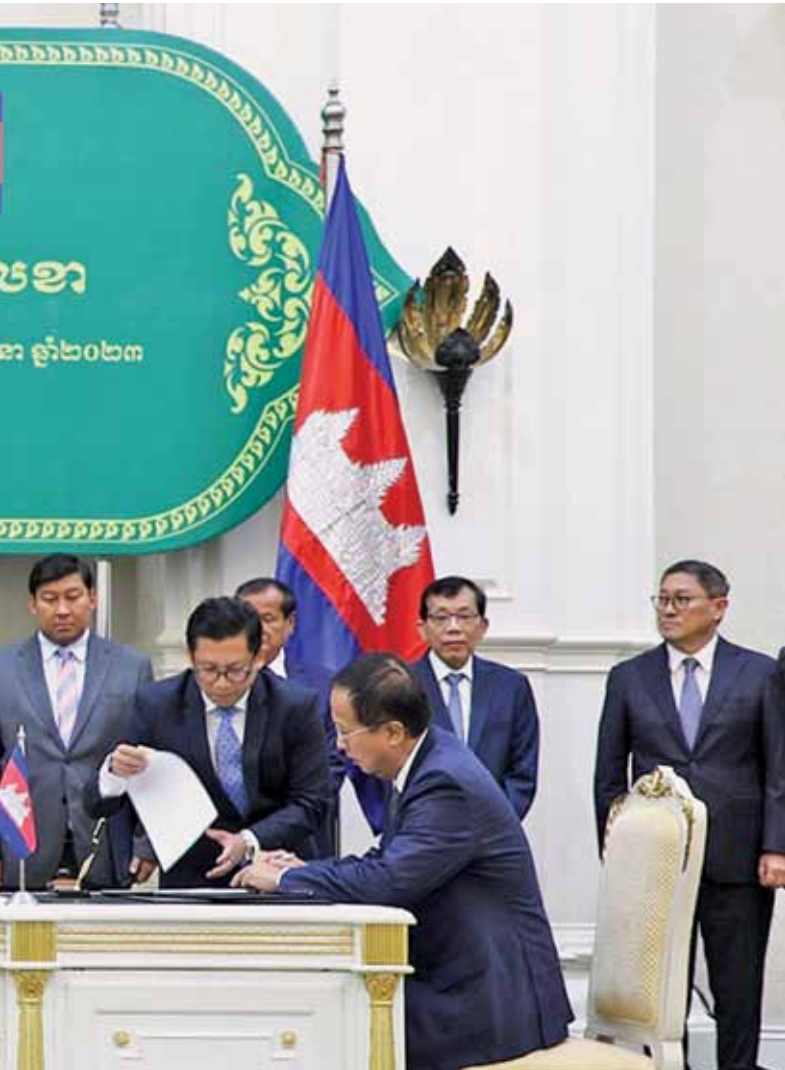
access to services exports, facilitate investments, and create opportunities for businesses to forge partnerships. The signing of this agreement lays the foundation for a meaningful partnership that will drive growth and help the international economic recovery.

Currently, the UAE invests over US\$3 million in Cambodia, compared to US\$1 million in direct foreign investment from Cambodia. However, a wide range of opportunities for investment in tourism, logistics, infrastructure, and renewable energy are anticipated

with the implementation of the agreement.

Witnessed by Hun Sen, Prime Minister of Cambodia, the agreement was signed in Phnom Penh by His Excellency Dr Thani bin Ahmed Al Zeyoudi, UAE Minister of State for Foreign Trade, and





Pan Sorasak, Cambodia Minister of Commerce.

His Excellency Dr Thani bin Ahmed Al Zeyoudi said, “The UAE-Cambodia CEPA is a new milestone in our foreign trade agenda that strengthens our role in the East-West trade corridor. It will not only contribute to our goal of doubling non-oil foreign trade by 2031 but also expands our presence in the growing econo-

with.” Now that the deal has been struck, both the UAE and Cambodia will complete the necessary requirements and internal legal procedures for ratification. The UAE-Cambodia CEPA is expected to enter into force before Q4 of this year.

The agreement guarantees access for UAE products to the Cambodian market, covering 92 per cent of customs tar-

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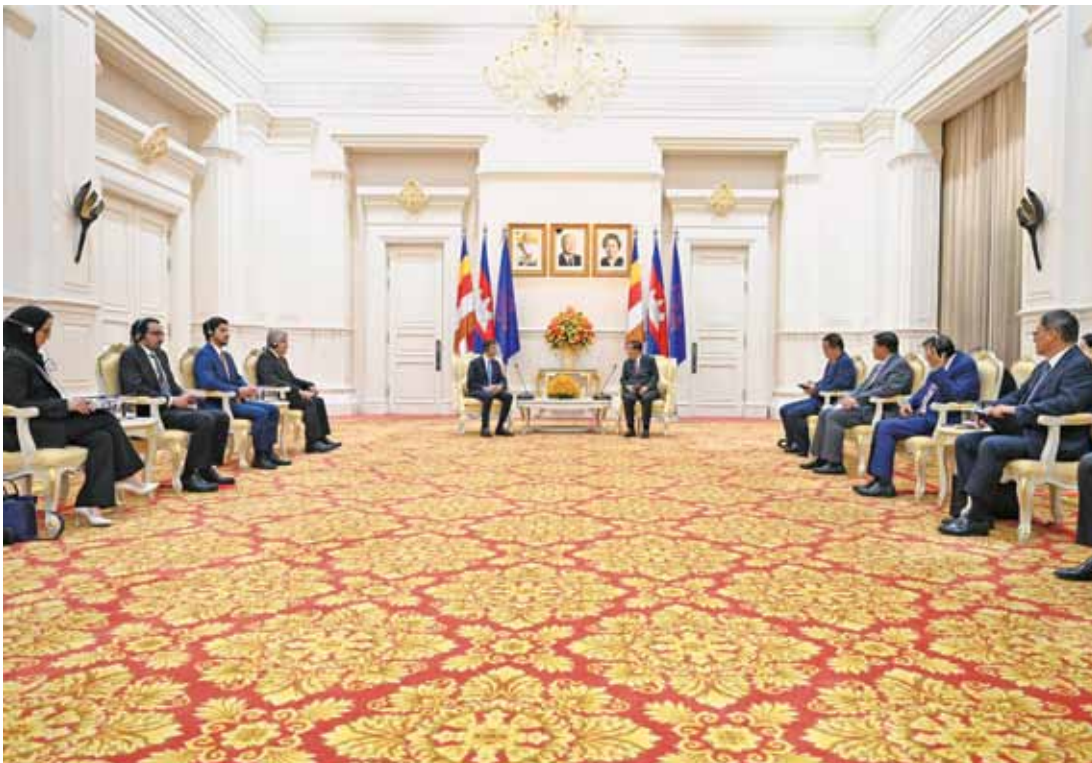
***We will continue to expand global trade to foster long-term, sustainable growth and economic diversification with all whom we do business with***

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mies of south-east Asia. It will open doors for exporters to reach millions of consumers. Cambodia will also benefit; ability to re-export goods to more than 400 cities around the world. We will continue to expand global trade to foster long-term, sustainable growth and economic diversification with all whom we do business

iff lines and 93 per cent of the value of non-oil trade.

The pact also opens various service sectors in the Cambodian market for UAE businesses. It sets the stage for a new chapter in trade and investment cooperation between the two nations, fostering growth for their respective business communities.



**FACTFILE**

- CEPA to reduce trade barriers and eliminate custom duties.
- The trade deal will come in force on before Q4 of this year.
- Investment in logistics, infra are anticipated once CEPA is implemented.
- The UAE has so far invested US\$3 million in Cambodia.
- CEPA will contribute to doubling of non-oil trade by 2031.
- Cambodia will have the ability to export to over 400 cities worldwide.
- The pact will also open various service sectors in Cambodia to UAE.

# Aviation industry makes **giant strides** in Middle East

The two-day Dubai Helishow was held at the Museum of the Future in Dubai. The grandiose event saw members of the civil and military Rotorcraft along with aviation industry professionals from the technical and cargo industry gather physically on a common platform after COVID.







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# SriLankan Airlines expands ops in the UAE

SriLankan Airlines recently opened a new office in Sharjah. This is in keeping with the expansion of the airline's passenger and cargo operations from the United Arab Emirates to Emerald Isle of the Indian Ocean. **CARGO talk** captured the glittering event, organized by SriLankan Airlines on the occasion.





## DP World's direct freight service between UAE and Iraq



DP World has launched the first direct freight service between the UAE and Iraq. Under the service, a trailer is left at the quay side at the port by the driver, which is then pulled on to the ship alone. The service operates under the name of P&O Maritime Transports.

## First in MENA, flydubai Cargo adopts IATA's DG AutoCheck



Dubai-based carrier flydubai has become the first airline in MENA to adopt IATA's Dangerous Goods AutoCheck (DG AutoCheck) digital solution. This demonstrates the airline's commitment to invest in the latest tech and innovative solutions across the business to enhance operational performance.

## Air cargo tonnages increase by 11% in the Middle East



Air cargo tonnages have improved by 11 per cent in Middle East and South Asia to Asia Pacific even as internationally they have partially bounced back after a sharp drop in the first week of May, according to WorldACD Market Data.

## Kingdom of Bahrain ranks second on World Bank's LPI in Middle East



Kingdom of Bahrain has achieved new rankings on the Logistics Performance Index 2023 published by World Bank as the 'Most Improving Country in the GCC', ranking second in the Arab World, and 34th globally, climbing 25 positions since 2018.



## Dubai authority to give pace to digitization of ops

The Dubai's Civil Aviation Authority has signed MoUs with the Dubai Aviation City Corporation and the Dubai Integrated Economic Zones Authority to foster enhanced cooperation and integrated link using 'Web Service' technology for issuing commercial activity permits in the aviation sector, according to a press statement.



## First cargo delivery by Air Tanzania

Boeing and Air Tanzania are celebrating the delivery of cargo of the first 767-300 Freighter. The freighter landed at Dar es Salaam recently and will provide the operator with dedicated air freight capacity to serve the country's growing cargo market. The delivery marks the first direct freighter delivery from Boeing to an African carrier.

## Swissport extends partnership with ASL Airlines Belgium



ASL Airlines Belgium and Swissport Belgium are extending their collaboration at Liège Airport. The continuation of the partnership strengthens Swissport's position in Liège. It covers air cargo services, including ramp handling, warehousing, and customs clearance. The contract covers cargo services for general, perishable, and sensitive pharma.

## Dronamics launches the world's first cargo drone airline



Dronamics, the world's first cargo drone airline, has announced the successful completion of the first flight of its flagship aircraft, the Black Swan, at Balchik Airport in Bulgaria, to enhance efficiency in transportation of cargo. The Black Swan aircraft was remotely piloted by two commercial airline pilots from the Dronamics ground control station.

## Cold chain major, Envirotainer completes decade of ops in Mexico



Envirotainer has celebrated a decade of successful operations in Mexico. Over the past 10 years, the company has worked along with its partner, ULD Services MEX, to develop temperature-controlled air freight in the country. The two have spearheaded the safe transportation of pharma to assist patients on a worldwide scale.

## IAG Cargo opens new cargo handling facility at London Heathrow



IAG Cargo has opened a new cargo handling facility at London Heathrow Airport to more than double the number of premium loose shipments it can handle daily. Measuring 10,000 m<sup>2</sup>, the semi-automated new premia facility will serve as IAG Cargo's new home for handling premium loose shipments.



## Transport & logistics firm, GEODIS acquires Swiss freight forwarder



Geodis, has acquired the Swiss freight forwarder, International Transport & Shipping Ltd. Marie-Christine Lombard, Chief Executive, Geodis, said, "Switzerland is home to a wide number of multinational companies that are key GEODIS customers, out of whom many are dynamic members of the pharmaceutical industry."

## IAG launches cargo flight between London and Cincinnati



IAG Cargo, the cargo division of International Airlines Group (IAG), has announced the commencement of a new direct air freight service between Heathrow and Cincinnati. A first for the business, the route gives IAG Cargo customers an opportunity to export and import vital goods between London-Heathrow and Cincinnati, Ohio, a company statement stated.

## Logistics solution provider, freight forwarding firm join CCA

Switzerland-based Lamprecht Pharma Logistics and France-based Logfret have become the latest members to join the Cool Chain Association (CCA).



Lamprecht Pharma Logistics, a logistics solution provider for pharma, and Logfret, an international freight forwarding firm offering digital solutions, have a dedicated focus on optimizing cool chain solutions within their supply chains. "Lamprecht Pharma Logistics and

Logfret bring a wealth of experience in managing cold chain risk aligning with CCA's mission to improve the temperature-controlled supply chain," said Stavros Evangelakakis, Chairman, CCA.

## Logistics UK releases Logistics Report 2023 at Multimodal

Logistics UK, the business group that represents the logistics industry, will release its annual Logistics Report at Multimodal on 13 June at the NEC, Birmingham. The report is the overview of the sector and provides an oversight and analysis of the issues shaping the industry over the past year. Multimodal will take place in the organization's theatre on 13-15 June. Phil Roe, President, Logistics UK, said, "Logistics underpins the economy and is an enabler of trade and growth. It is vital that all involved in the sector, and stakeholders, are aware of the influences, which shape our world. Publishing our Logistics Report 2023 at Multimodal will allow us to share the findings with key industry experts," Roe added.



## Nairobi-Tel Aviv flight launched by Astral Aviation

Kenya-based Astral Aviation has launched a freighter between Nairobi and Tel Aviv. Boeing 757 freighter, which will carry a cargo of perishables, will serve on the new route. Sanjeev Gadhi, Chief Executive, Astral Aviation said the direct flight from Nairobi to Tel Aviv will reduce the transit time from 24 hours to five hours for Kenya perishables.

# Movements



## **TURKISH AIRLINES CARGO** Dubai

★ **Serkan Sonmez** has been appointed as the new Regional Sales Director of Turkish Airlines Cargo. Armed with an experience of more than 20 years, he was appointed on various strategic positions for the top growing air freight markets from Japan to South Africa. He was until recently the Cargo Sales Director, (Southern & Eastern Africa) holding the post since 2020. Sonmez, as the Regional Cargo Sales Director for the Middle East, will be responsible for overseeing the sales operations and driving business growth in the region and promoting the business of Turkish Airlines Cargo.



## **IAG CARGO** UK

★ **Jenny Critchley** has been appointed as the Chief Transformation Officer in IAG Cargo to replace David Rose, who takes on a new role in the group. She will focus on “expanding the IAG Cargo’s digitalisation and sustainability efforts, while driving productivity, new business solutions and growth opportunities”. She joins from sister company, the British Airways, where she was head of transformation. Critchley previously held roles, covering strategy, customer, and analytics. David Shepherd, Chief Executive, IAG Cargo, said, “We are driving digital transformation throughout the business, while pushing our sustainability efforts.”



## **AVIANCA CARGO** Colombia

★ **Diogo Elias** has been appointed as the new Vice President, Corporate Development, Avianca Cargo. In his new role, he will lead strategic projects and continue driving the ongoing transformation of the company. He has more than 20 years of experience in commercial, operational, and new business roles in air cargo, and other industries. In a company statement, Gabriel Oliva, Chief Executive, Avianca Cargo, said, “With his experience in the sector, Elias comes to reinforce Avianca Cargo’s transformation journey towards growth and strengthened leadership in the region,”



## **BOLLORÉ LOGISTICS ASIA PACIFIC** Singapore

★ **Olivier Boccara** has been appointed as the CEO, Bolloré Logistics Asia Pacific. Based in Singapore, he will take over from Cyril Dumon and pursue the development strategy implemented by his predecessor. He plans to launch projects to drive the company’s growth in key sectors such as aeronautics, healthcare, luxury goods and cosmetics. Boccara joined the Bolloré Group in 1994. During his career, he held various positions at SAGA, before becoming its CEO in 2007. In 2016, he was promoted as the CEO, Bolloré Logistics France. He was also Global Chief Commercial Officer In-Charge, Sales and Marketing for Bolloré Logistics worldwide.



## **NEO AIR CHARTER** Germany

★ **Sascha Nauck** joined as the Air freight Business Development Manager to head up its Neutral Air freight Solutions Division, NEO Air Charter, the growing air cargo charter and aviation services provider. In his 24-year career, Nauck has worked in air logistics, sales and operational management with LSP DB Schenker, and GSSAs Kales Group and Euro Cargo Aviation. Frankfurt-based NEO’s recently created Neutral Air freight Solutions division provides bespoke capacity for urgent shipments that do not warrant a whole plane charter but are too large for NEO’s On Board Courier services.



## **AIR CHARTER SERVICE** USA

★ **Alfie Arrowsmith** has been appointed as the Regional Vice President, Cargo, North America, Air Charter Service. Arrowsmith joined ACS’s South African operation in 2010, before moving to another established charter broker in the country. In 2015, he went to Miami, where he rose to the role of the Vice President, a company statement stated. He joined the Air Charter Service for the second time in February this year and will be working out of the New York office. Richard Thompson, President, ACS Americas, said, “It is great to have Arrowsmith back at the ACS.”



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