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## SHIFTING LIVE ANIMALS BY AIR CARGO MADE EASIER





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# DYNAMIC WORKFORCES OF THE FUTURE



Logistic companies are eager to work with trained candidates. Tumoohi, a training program, provides mentoring from highly experienced industry professionals and practical training for problem-solving and developing other soft skills.

 Abigail Mathias

The cargo industry is both challenging and immersive. To streamline processes, candidates are required to show resilience and a positive attitude.

Aspiring Emirati professionals are offered an opportunity to work with the UAE's biggest private sector firms through DP World's training initiative Tumoohi.

The programme is a training initiative launched in 2016, to contribute to the UAE

government's efforts to enable Emirati youth.

It provides mentoring from highly experienced industry professionals and practical training for problem-solving and developing other soft skills. As part of the programme, 16 graduates now work with Maersk as apprentices.

The internship gives trainees an opportunity to enhance their skills through hands-on experience, with the flexibility to explore career options in customer services, human resources, sales, and supply chain. It also al-

lows them to network with professionals working in one of the largest integrated logistics companies in the world.

## NEXT GENERATION

Tumoohi not only offers young Emirati graduates an opportunity to develop their skills, but also gain experience by working on projects in Jafza, DP World's flagship trade and the logistics hub in Jebel Ali. Since the launch of the initiative, a total of 251 Emiratis joined the programme, with more than 138 apprentices being offered full-time jobs in more than 60 entities.





Another graduate, Abdulrahman AlJouhi, who studied Logistics and Supply Chain Management at Higher Colleges of Technology (HCT), said, "The program has equipped me to take on new challenges and experience first-hand the breadth and magnitude of logistics industry. For me, the purpose of this internship was not only to understand how the industry works, but also to enhance my skills and work with entities that have made a difference in the world of trade."

Amna Alketbi, who studied Electrical Engineering at Khalifa University sharing her experience, said, "It has always been my dream to work in an organization such as Maersk, which has a global reach. This was made possible due to the opportunity provided by the Tumoohi programme. The experience of working in Maersk has given my given confidence an impetus and has expanded my knowledge about the industry."

The training initiative extends from six to 12 months, during which the trainee receives monthly incentives, the possibility of employment in companies according to merit, and available vacancies, as the programme aims to provide vocational

training for Emirati graduates in the private sector.

The International Air Cargo Association (TIACA) training program aims to upskill the air cargo professionals, including airlines, airport operators, ground handlers, logistics service providers, shippers, freight forwarders and regulators.

The Safe Supply Chain course is a joint training proposed by TIACA and ICAO and developed by SASI. It provides the entities in the air and mail cargo supply chain with the know-how and skills to work together effectively to ensure that cargo is handled appropriately in a safe and efficient manner within the ICAO's regulatory framework. The course also addresses the 'what causes' and 'why it could impact' the supply chain's safety through an understanding of the global market and supply chain trends.

### INTENSIVE PROGRAMME

Closer home the second edition of the International Pharma Logistics Masterclass (IPLM) took place at Khalifa University in Abu Dhabi this September. 120 participants gathered for a five-day intensive programme of presentations, debates and practical work-

shops focused on key challenges for pharma logistics and pharma supply chains.

This year's edition is a unique international joint initiative organized by the HOPE Consortium, Khalifa University of Science and Technology, the University of Antwerp and Pharma.Aero. His Excellency Dr. Jamal Al Kaabi, Undersecretary, Department of Health, Abu Dhabi, said, "With the ongoing support of the UAE's wise directives, the Department of Health, Abu Dhabi along with its prestigious partners have been able to reiterate the Emirates' position as a leading destination for healthcare, life sciences and innovation. Through the establishment of the HOPE Consortium, we have been able to resolve some of the most prominent challenges related to vaccines distribution and logistics. We are proud to have contributed to the safety and wellbeing of the global community through this unique pharma air corridor designed in line with international standards and best practices."

"We are glad to host the second edition of the International Pharma Logistics Masterclass and welcome a big group of experts and pharma gurus here in Abu Dhabi. Our role as the regulator of the healthcare sector in Abu



**Thomas Schürmann**  
Head of Cargo Operations & Delivery –  
Etihad Cargo

**We began the tech journey in 2018 to implement processes to ensure transition to technology-based systems**







## Etihad Cargo will replace this manual method with AI technology to build fully automated 3D load plans

Dhabi includes facilitating similar events that make room for knowledge and experience sharing—a crucial element to the advancement of healthcare, and any other sector.”

**Thomas Schürmann,**  
**Head of Cargo Operations**  
**& Delivery – Etihad Cargo**  
**offers insights on cargo**  
**handling**

**What are some of the procedures that Etihad Cargo has initiated this year to ensure a smooth transition from non tech to tech-based systems?**

As part of Etihad Cargo’s ongoing digitalisation journey that we began back in 2018, we have implemented many initiatives and processes to ensure a smooth transition from non-technological to technology-based systems. In 2022, we have been working on a Proof of Concept (PoC) utilising computer vision and artificial technology (AI) to help ground handlers

calculate cargo dimensions. Back in 2021, we signed a (PoC) agreement with SPEEDCARGO for automated dimension and volume scanning. Upon successful completion of the PoC and trials, these digital solutions will become practical tools for minimizing leaking and optimizing offload recovery.

Traditionally, cargo dimensions are measured manually, following a set of universal guidelines. Etihad Cargo will replace this manual method with AI technology to build fully automated 3D load plans and ensure consistent and accurate values are utilized during loading and offloading. Additionally, replacing the manual process of preparing load plans with an automated AI-driven process will enable us to make maximum use of available cargo capacity. While each load plan takes approximately 30 minutes to prepare manually, we will reduce this to one minute through automation,

making the entire process more efficient in terms of capacity and time spent.

Etihad Cargo is providing ground handlers with the technology and giving them practical tools and training to show them how to build up cargo for loading step-by-step, which will make the process more efficient and reduce human errors.

We are also using robotic process automation (RPA) to automate manual labour processes to achieve further efficiencies. Additionally, we are incorporating technology and sustainability to enhance our products. For example, in our latest step to







make the transportation of pharmaceuticals more sustainable, we entered a MoU with B Medical Systems to develop and launch the world's first airline-specific passive temperature-controlled container.

These containers utilize passive cooling technology, enabling them to retain temperatures from  $-80$  to  $25^{\circ}\text{C}$  for up to five days with no external power source. The units will significantly reduce carbon emissions, while ensuring pharmaceuticals are transported safely at the required temperature. Trials of the sustainable container units will commence shortly, and a commercial launch date will be announced following the successful completion of the trials.

**What are some of the advantages of using tech when handling air cargo**

**data/property? What is the advantage you feel Etihad Cargo has over others?**

Technology enables us to efficiently process and analyse large quantities of data to generate reports and dashboards, enhancing visibility and transparency for us and our customers. At Etihad Cargo, we receive a huge volume of data daily, which is loaded into our cargo data lake. We use Microsoft Power BI to process and transform this data to generate business intelligence reports, which our operational teams use to identify any issues. Using this information, we can communicate with stakeholders, and act wherever required and improve our processes.

Effectively gathering, processing, and analysing data has enabled Etihad Cargo to improve operational efficiency and increase customer

satisfaction, as we can quickly identify trends and issues down to the airport level in real-time.

**When it comes to hiring people, is the role of a cargo supply chain student more tech-based than application-based today?**

While having a tech or supply chain background may help new hires to integrate into the organization quickly, but it is not mandatory. When Etihad Cargo is hiring, we place emphasis on finding people who have the right attitude, are open to self-learning. Every carrier has its own processes and applications, which may be commercially available or developed in-house, so there will always be a learning curve for new hires. We have comprehensive learning and development programs. If one is excited to join Etihad Cargo, this is a great place to start. 🚀


## IN SHORT

- Technology enables us to analyse large quantities of data to generate reports and dashboards.
- We use Microsoft Power BI to transform this data to generate business intelligence reports.
- Every carrier has its own applications, which may be commercially available or developed in-house.



# Shifting **live animals by** **air cargo** made easier

When 8 Cheetahs were ferried into India recently, curiosity regarding shifting of these endangered species from Namibia to India arose. Airlines took care of special loading and unloading techniques, temperature-controlled containers and pallets, manpower and presence of expert personnel.

 Ritika Arora Bhola

## Moving live animals: key factors to consider

### FACT FILE

■ Many countries have adopted the LAR as part of their legislation on ferrying animals. Some states and operators have more stringent variations in place listed in Chapter II and III of LAR.

The safe and humane transportation of live animals is of utmost importance. The IATA Live Animals Regulations (LAR) define the rules of transportation and handling of live animals for the entire cargo supply chain. Airlines adhere to these standards for acceptance, handling, and transport of live animal ship-

ments to ensure compliance, safe transport, and animal welfare throughout the journey. Many countries have adopted the LAR as part of their legislation on the air transport of animals. Some states and operators have additional, more stringent variations in place listed in Chapter 2 and 3 of the LAR.

• **Reservations and advance arrangements:** To ship live animals, shippers must make the necessary reservations

and advance arrangements, ensuring that adequate space is available and confirmed for the trip. The most direct route should be planned, transfers should be coordinated, arrangements be made with the consignee for prompt pickup, and it should be determined if an attendant is required.

• **Documentation:** Shipping animals by air requires more documentation than standard cargo. Knowing what these documents are and how to fill





them out correctly will simplify the shipping live animals. There is the shipper's certification for live animals, import/export documents, Air Waybill and CITES documents related to the shipment.

- **Container requirements:** It is also essential for shippers to be aware of the container requirements specific to the species being transported. Chapter 8 of the IATA LAR covers 60 different container requirements, covering an extensive list of animals.

- **Animal behaviour:** Animals do not like unfamiliar environments and unstable movements. Following specific guidelines help to mitigate fearful behaviour, creating a safer environment for the live animal and the personnel involved in transporting the animals.

Commenting on the same, Matthieu Casey, Managing Director, Commercial, Air Canada Cargo said, "The main factor to consider, while transporting live animals via air is ensuring the welfare of the animals and applying the best possible transport and handling practices. The journey needs to be planned to meet the animal's needs. We have procedures to cover every aspect of the journey, from booking to delivery. Our policies, procedures and processes are based on our quality management system and follow the IATA Live Animal Regulations as well as country specific regulations. We are also audited through IATA's Center of Excellence for Independent Validators (CEIV) Live Animal Program."

"The most important factor for Air France KLM Martinair Cargo is the welfare of the animal, that is the first thing we look at. The way we transport

must comply with the IATA LAR (Live Animal Regulations) requirements. These requirements are clear and leave us no room to interpret them in our own way," asserted Mathieu Fleisch, Vice President Products & Verticals, Air France KLM Martinair Cargo.

He said, "Local authorities see this as a code of law. The IATA LAR is a document reviewed annually by the LAPB, Live Animal and Perishable Board. It is a group of industry experts, and they look at new developments and possible changes or improvements that the shippers and organizations in the industry seek. In addition, we have our own expertise and employees who treat the animals in our Animal Station at Schiphol. In Paris, they are handled by STAVI. STAVI is located at Charles de Gaulle Airport and works along with experts under the supervision of the French authorities."

Acknowledging the same, Hay Sasson, Group COO, Challenge Group reiterated, "Animal welfare is the key factors to consider, if not the first. At Challenge Group, we have made animal transportation one of our core competencies and we invest in people, equipment, and tools, to achieve the highest standards possible. Our subsidiary, Chal-



**Matthieu Casey**  
Managing Director, Commercial  
Air Canada Cargo

**The factor to consider, while ferrying live animals, is to ensure the welfare of the animals in air**



**Hay Sasson**  
Group COO  
Challenge Group

**As animal transportation is vital, we invest in people, equipment, and tools to achieve highest standards**





**Brendan Sullivan**  
Global Head of Cargo  
IATA

## Personnel must be trained on the LAR to ensure that live animals are transported in compliance with regulations

lenge Handling, is managing the Horse Inn facility in Liege, one of the best live animal facilities in Europe. Our expertise and commitment have been recognized recently by obtaining the IATA Live Animals CEIV certification.”

When it comes to transporting live animals by air, it is crucial to verify and check certain details before transporting them by air. As a minimum, Ethiopian Airlines considers the below key factors before the acceptance of Live Animals for carriage. Check to see if the routing and any necessary amenities have been confirmed.

1. If a trans-shipment is required, the container must be received in advance, placed where it will be most useful, and equipped as and when needed.
2. A duplicate set of the shipper’s instructions for caring of the animal/s is attached to the container’s exterior.
3. The container should carry a note about any medications that have been administered.
4. The package and its contents are weighed, meas-

ured, and verified for legal reasons, as per local and international regulations.

5. The packaging should be properly labelled, as per IATA LAR.

6. The container is labeled with the full names, addresses, and phone numbers of both shipper and consignee.

7. The name and phone number of the person who is available to assume full responsibility (if different from the shipper or consignee) 24 hours a day are also attached to the container.

### UPSKILLED MANPOWER FOR ANIMAL CARE

Carriers must ensure the presence of trained and experts, while moving animals from one destination to another, to avoid any mishap or unwanted incidents to occur. “Handling personnel must be trained on the LAR to ensure that live animals are transported in compliance with airline regulations and animal welfare standards. Pilots are advised of the species, location, and quantity of live cargo onboard. The flight crew is notified of the specific requirement for hold temperature or ventilation,” informed Brendan Sullivan, Global Head of Cargo, IATA.

Casey says, “Live animal training is part of initial courses for our Customer Service Agents responsible for acceptance, our Call Center Agents responsible for booking and our Station Attendants responsible for handling. A recurrent live animal course is taught as well. The IATA live animal training is provided to various key personnel such as those responsible for quality control. At our global hub in Toronto,



we have certified third-party suppliers available to handle comfort stops. Air Canada Cargo has an experienced veterinarian as well as an expert in international pet shipping to validate our animal travel policies and procedure. They are also available for consultation on specific cases where veterinary opinion and services.”

Fleisch said, “At Schiphol Airport and Charles de Gaulle Airport at Paris, all our staff working with live animals, have a background and education related to the handling of live animals. We provide them yearly training from our home veterinarians. Various animal transports require a trained animal attendant to fly along with them. Horses, for example, are only transported under the supervision of a groom.”







At Challenge Group, Sasson said, “We organize regular training sessions, in addition to the IATA CEIV training. We have cordial relations with all governmental agencies involved in the process. When it comes to horse transport, we offer a seamless experience for grooms throughout the journey, from acceptance, flight, and delivery. The grooms are allowed to rest next to their horses by having an immigration bureau inside the Horse Inn facility with airside access.”

Ethiopian Airlines also has made an arrangement with local authorities and the private sector to avail professional vet inspectors operating 24x7 to ensure seamless connectivity of animals in collaboration with the handling team.

## SPECIAL CONTAINERS/ PALLETES FOR CARRYING ANIMALS

Choosing the right container for shipping live animals is imperative as it ensures that they arrive safely at the destination. Containers must be safe, secure, and well-ventilated, and other comfort and safety provisions must also be met. Therefore, the IATA Live Animal Regulations (LAR) clearly defines requirements for 60 different types of containers from aquatic animals, small and large land mammals, to insects among others. The container requirements must cover the following:

- Construction requirements
- Ventilation requirements
- Safety requirements
- Animal welfare and health
- Food and water requirements. Specific pathogen-free requirements

- Symbol for rigid plastic pet container
- Pet Containers
- Symbol for a closed ULD

Some specimens may be transported together. To order to ship animals in bulk on a given aircraft, the following points must be checked: weight of the animals, space of the aircraft, temperatures, and density of the grouped animals.

Air Canada Cargo follows the container requirements listed in the IATA Live Animal Regulations. Each species has an identified transportation container specification designed for their well-being. These containers are inspected at acceptance to ensure the correct container has been used for booking. A live animal checklist is used to standardize the process, ensuring that critical factors such as

## IMPORTANT POINTS

- To ferry animals in bulk on a given aircraft, the following points must be checked: weight of the animals, space of the aircraft, temperatures, and density of the grouped animals.



**We use 'last in and first out' solution, depending on the station and the temperature. We do this with temperature-controlled vehicles, if necessary**

labelling, temperature requirements, feeding and watering have been checked.

Fleisch said, "As said in the beginning, all regulations are clear regarding the transport requirements. The way crates must be constructed, which are specified per animal is defined in the IATA LAR. If we see that it needs to be changed or improved, based on our own experience, or when new requirements are set by local authorities it will be adjusted. This is discussed during the LAPB meetings once a year. Or at any given moment in urgent cases."

Sasson said, "We consider ULD and equipment a key enabler to an efficient operation. All our horse stalls are owned, certified by EASA, and meet the SAE standards for transportation by air of horses. For other types animals, the IATA LAR-based containers are being provided by the shipper and checked by our staff for compliance using IATA checklist for Live Animals."

#### **ANIMAL-FRIENDLY CLIMATE CONTROL**

Ventilation is one of the most critical aspects to consider, while shipping animals by air. The Live Animals Regulations (LAR) outline specific require-

ments for each of the animal containers. Other environmental parameters are also considered such as humidity and the ability to extract Carbon dioxide. Knowledge of a species' environmental needs is a must because of the differences in temperature and humidity to which animals are often exposed, on the ground prior to flight, in the cargo hold, and during stops en-route. For example, in humid conditions, dew can form as the temperature in the cargo hold drops. If shippers advise that dew deposits on a bees' wings can be fatal, the pilot could control the ventilation of the cargo hold to prevent dew formation.

Acknowledging the same, Casey said, "Our facilities are equipped with sensors that can provide the operation with alerts, and the designated aircraft will be equipped with ventilation and temperature control systems. When live animals are to be transported, a careful review of the aircraft limitations is done to ensure live animals loaded is within limits, there is proper supply of oxygen and appropriate segregation."

Fleisch said, "It is the same in all the planes. It varies from country to country and airport to airport. We use 'last in and first out' solution and depending on the station and the temperature, we do this with temperature-controlled vehicles, if necessary. If the temperatures are too high or too low, we put an embargo. This may be an embargo during the summer and/or winter seasons. When we cannot guarantee good conditions of the animals, these are decisions that we must make, because animal welfare always comes first." 🇺🇸





# More A321Fs in SmartLynx fleet next year

Additional Airbus A321F freighters have helped SmartLynx to reduce operational costs by up to 15% and ensure up to 20% lower fuel consumption as compared to other aircraft in the class, thereby making the company very competitive in the air cargo market.

 CT Bureau


SmartLynx Airlines the Latvia-based airline has announced an addition of four A321F planes to its growing cargo fleet to ensure flights in Europe, Asia, Africa, and South America. The new freighters will bring SmartLynx's fleet to a total of 15 active aircraft of this type by H1, 2023, with a plan to expand up to 20 by this year-end. All four A321Fs—MSN 941, 961, 1185, and 1241 are part of a sales-leaseback agreement with Aero Capital Solutions and will be registered in Malta after the conversion. The passenger-to-freighter conversions are being undertaken by the Precision Aircraft Solutions (Precision) and the Elbe Flugzeugwerke (EFW).

"The demand for this type of aircraft is high-even higher

than the conversion capacity, and we are happy to be one of the first airlines to believe in the program and secure multiple P2F conversion slots. I can admit that at the beginning there were doubts if it was the right move for SmartLynx, but from today's perspective, taking that risk and diversifying our business portfolio with cargo ops has proven to be the right choice. In addition to tapping into a market that has grown during the ongoing pandemic, the addition of freight business helps offset the seasonal issues that ACMI operators face," Zygimantas Surintas, CEO, SmartLynx Airlines said.

The expansion is one of the key components of SmartLynx's strategic plans to become the largest operator of A321F freighters soon. The A321Fs offers many advantages: having the high-

est payload and the most versatile, customer-friendly features in the market today. Moreover, A321F is the most fuel-efficient narrowbody cargo aircraft available, and choosing this type of aircraft underlines SmartLynx's commitment to more sustainable air transportation.

"The new freighters have helped us slash flight operational costs by up to 15 per cent and ensure up to 20 per cent lower fuel consumption as against other aircraft in the class, making the firm competitive in the market. Because of its efficiency, these aircraft are used by firms such as DHL, which is our first customer. A321Fs are the first narrowbody freighters that offer to reduce the overall shipping costs, and that is why they are currently in high demand in the market," Surintas added. 

**The new freighters have helped reduce flight operational costs by up to 15% and lower 20% fuel consumption**



# Pact for **air cargo handling** at five Spanish airports

Lufthansa Cargo and Swissport have shared collaborative partnership for more than 10 years. The agreement encompasses loading, unloading, handling of special cargo as well as cargo terminal services at Alicante, Barcelona, Madrid, Malaga, and Valencia airports in Spain.

 CT Bureau

Swissport in Spain has extended its long-standing partnership with Lufthansa Cargo for another five years. The cooperation includes air cargo handling services for Lufthansa and Swiss International Air Lines at five Spanish airports.

Lufthansa Cargo will continue to rely on Swissport's air cargo services in Spain. Under the extended agreement, Swissport will continue to service the flights of both Lufthansa and SWISS at five airports on the Iberian Peninsula. These include Alicante, Barcelona, Madrid, Malaga, and Valencia.

"We are very pleased that Lufthansa Cargo will continue to put its trust in our expertise and professional cargo services in Spain," says Dirk Goovaerts, Head of Swissport Continental Europe, Middle East and Africa and Global Cargo Chair. "The new contract extends our successful over 10-year col-





**Swissport will continue to service the flights of Lufthansa and SWISS at the five airports on the Iberian Peninsula**

laboration and is a testament of our trust-based and close partnership in Spain and at airports around the world.”

Swissport will handle the airline group’s air cargo for approximately 19 flights and two road feeder services per day, connecting Lufthansa’s Frankfurt and Munich hubs in Germany and the SWISS hub in Zurich, Switzerland, with Spanish airports. Swissport’s services include loading and unloading as well as cargo terminal services and special products handling (e.g., perishables, dangerous goods, valuables, and pharmaceuticals).

“Swissport is proud to have been able to support Lufthansa Cargo on its successful growth path in Spain,”

says Franck Serano, Swissport’s Cargo Director in Spain. “We particularly look forward to handling the new Airbus A321 freighter, which Lufthansa Cargo will also deploy to Spanish destinations from the end of September.”

Besides air cargo handling, Swissport provides passen-

ger services and ramp handling at the airports of Alicante, Malaga, and Valencia for several airlines of the Lufthansa Group, including Lufthansa, SWISS, Austrian Airlines and Eurowings. Altogether, Swissport serves some 120 airline customers in Spain and is present at 15 airports. 🇪🇸

#### **IN A NUTSHELL**

- Swissport will handle the airline group’s air cargo for 19 flights and two road feeder services per day
- Swissport will service the flights of both Lufthansa and SWISS at five airports on the Iberian Peninsula.



# LATAM investing heavily in e-commerce segment

Aviation industry's pivot to ferrying freight had saved the sector. It will continue to play an important role as the sector transitions back to a growth trajectory, says LATAM chief executive and ALTA president Roberto Alvo, ahead of 18th edition of ALTA AGM and Airline Leaders' Forum.

 CT Bureau

According to a report in Flight Global, cargo remains essential to the financial health of the Latin American aviation industry in the post-pandemic environment. This has been attributed by the region's airline senior executives.

Ahead of the 18th edition of the ALTA AGM & Airline Leaders Forum, which begins in Buenos Aires shortly, LATAM chief executive and ALTA president Roberto Alvo said that the industry's quick pivot to transporting freight saved the industry and will continue to play an important role as the industry transitions back to a growth trajectory.

"During the ongoing pandemic, the authorities were correct to close the borders for passengers, but there were no restrictions for cargo," Alvo said. "What we lost in passenger traffic made us more creative; we converted passenger aircraft to carry cargo," he added.

"Today cargo is essential for financial health of the airlines, and it will continue to grow as before the pandemic," he said. In addition to conducting humanitarian transports and flying essential medical needs such as personal protective equipment, face masks, ventilators, oxygen and, later, vaccines, during the ongoing pandemic, the airlines began investing heavily to service the region's burgeoning e-commerce industry.

As lockdowns and travel restrictions in the past almost three years hindered the passengers from moving around freely, customers in Latin America—as in other parts of the world—increasingly turned to ordering goods online. And as that demand grew, so too did the need for timely delivery of those packages to the countries' farthest corners.

And even though a small percentage of freight worldwide travels by air, it is usually products that are either perishable or required to be moved from one place to the other quickly, Alvo added. Though the airlines are targeting "total normality" by 2024, he said there are challenges Latin American aviation must contend with. 🚚

**What the airlines lost in passenger traffic made them more innovative. They converted , passenger aircraft to lift cargo**





# IATA Aug global air cargo data shows **improvement**

International air cargo markets shows industry's resilience amid uncertain times. Market signals remain mixed. August presented several indicators with upside potential: oil prices stabilized, inflation slowed and there was a slight expansion in goods traded globally.



 CT Bureau

The International Air Transport Association (IATA) released August 2022 data for global air cargo markets, which demonstrated the industry's resilience amid economic uncertainties.

- Global demand, measured in cargo tonne-kilometers (CTKs), fell 8.3 per cent compared to August 2021 (-9.3%

for international operations). This was a slight improvement on the year-on-year decline of 9.7 per cent seen in July.

- Capacity was 6.3 per cent above August 2021 (+6.1% for international operations). This is a significant expansion over the 3.6 per cent year-on-year increase in July.

**Several factors are noted in the operating environment:**

- o Global goods trade ex-

panded slightly in August and the additional easing of COVID curbs in China will positively impact cargo markets. While maritime will be the main beneficiary, air cargo will also receive a boost from these developments.

- Inflation levels in G7 countries slowed for the first time since November 2020.

- Oil prices stabilized in August and the jet fuel

## IN SHORT

- Export orders, an indicator of cargo demand and global trade, dipped in all leading economies, except USA.

# Air cargo market in detail - August 2022

		August 2022 (% year-on-year)				% year-to-date			
	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>	<b>100.0%</b>	<b>-8.3%</b>	<b>6.3%</b>	<b>-7.5%</b>	<b>46.7%</b>	<b>-5.4%</b>	<b>4.7%</b>	<b>-5.5%</b>	<b>51.1%</b>
Africa	1.9%	1.0%	-1.4%	1.0%	41.8%	1.1%	3.8%	-1.3%	47.3%
Asia Pacific	32.6%	-8.3%	13.9%	-13.2%	54.7%	-4.5%	1.7%	-3.9%	60.2%
Europe	22.8%	-15.1%	0.4%	-9.2%	50.2%	-9.4%	2.9%	-7.8%	57.0%
Latin America	2.2%	9.0%	24.3%	-5.2%	37.4%	18.3%	29.8%	-3.9%	40.6%
Middle East	13.4%	-11.3%	-0.1%	-5.9%	46.6%	-9.7%	5.1%	-8.2%	49.7%
North America	27.2%	-3.4%	5.7%	-3.7%	39.3%	-3.5%	6.2%	-4.2%	42.1%
<b>International</b>	<b>87.0%</b>	<b>-9.3%</b>	<b>6.1%</b>	<b>-8.9%</b>	<b>52.4%</b>	<b>-5.6%</b>	<b>5.9%</b>	<b>-7.0%</b>	<b>57.3%</b>
Africa	1.9%	1.0%	-1.7%	1.2%	42.6%	1.1%	3.4%	-1.1%	48.2%
Asia Pacific	29.5%	-8.8%	9.1%	-12.1%	61.6%	-3.1%	7.2%	-7.1%	67.1%
Europe	22.4%	-15.3%	0.4%	-9.9%	53.1%	-9.7%	3.2%	-8.5%	59.3%
Latin America	1.8%	11.2%	26.3%	-5.9%	43.4%	20.0%	28.6%	-3.5%	48.8%
Middle East	13.4%	-11.2%	0.0%	-6.0%	47.0%	-9.7%	5.3%	-8.3%	50.1%
North America	18.0%	-4.5%	11.9%	-8.0%	46.7%	-4.8%	5.3%	-5.4%	50.6%

<sup>1</sup>% of industry CTKs in 2021

<sup>2</sup>Year-on-year 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.

		August 2022 (% ch vs the same month in 2019)				Year-to-date (% ch vs the same period 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>	<b>100.0%</b>	<b>-2.9%</b>	<b>-8.0%</b>	<b>2.5%</b>	<b>46.7%</b>	<b>0.9%</b>	<b>-8.5%</b>	<b>4.8%</b>	<b>51.1%</b>
Africa	1.9%	8.4%	-19.0%	10.6%	41.8%	12.3%	-15.4%	11.7%	47.3%
Asia Pacific	32.6%	-8.6%	-14.3%	3.4%	54.7%	-4.5%	-18.2%	8.6%	60.2%
Europe	22.8%	-12.7%	-17.3%	2.7%	50.2%	-6.7%	-16.9%	6.2%	57.0%
Latin America	2.2%	-6.5%	-7.0%	0.2%	37.4%	-3.5%	-16.8%	5.6%	40.6%
Middle East	13.4%	0.2%	-6.5%	3.1%	46.6%	0.5%	-6.8%	3.7%	49.7%
North America	27.2%	12.4%	5.5%	2.4%	39.3%	15.9%	9.0%	2.5%	42.1%
<b>International</b>	<b>87.0%</b>	<b>-3.0%</b>	<b>-9.6%</b>	<b>3.6%</b>	<b>52.4%</b>	<b>1.0%</b>	<b>-9.9%</b>	<b>6.2%</b>	<b>57.3%</b>
Africa	1.9%	9.6%	-18.4%	10.9%	42.6%	13.6%	-14.1%	11.8%	48.2%
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Middle East	13.4%	0.3%	-6.5%	3.2%	47.0%	0.6%	-6.6%	3.6%	50.1%
North America	18.0%	12.2%	3.4%	3.6%	46.7%	15.4%	5.0%	4.5%	50.6%

<sup>1</sup>% of industry CTKs in 2021

<sup>2</sup>change in load factor vs same period in 2019

<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.



crack spread fell from a peak in June.

- New export orders, a leading indicator of cargo demand and world trade, decreased in leading economies in all regions except the USA.

“Air cargo continues to demonstrate resilience. Cargo volumes, while tracking below the exceptional performance of 2021, have been relatively stable in the face of economic uncertainties and geopolitical conflicts. Market signals remain mixed. August presented several indicators with upside poten-

per cent decline in July. Airlines in the region benefited from slightly increased levels of trade and manufacturing activity due to the easing of some COVID curbs in China. Available capacity in the region rose by 13.9 per cent compared to August 2021, an increase over the 2.7 per cent growth in July.

- North American carriers recorded a 3.4 per cent decrease in cargo volumes in August 2022. This was an improvement over 5.7 per cent decline in July. The lifting of curbs in China improved demand and a further boost is



tial: oil prices stabilized, inflation slowed and there was a slight expansion in goods traded globally. But the decrease in new export orders in all markets except the USA shows that developments in the months ahead will need to be watched carefully,” said Willie Walsh, IATA’s Director General.

## AUG PERFORMANCE

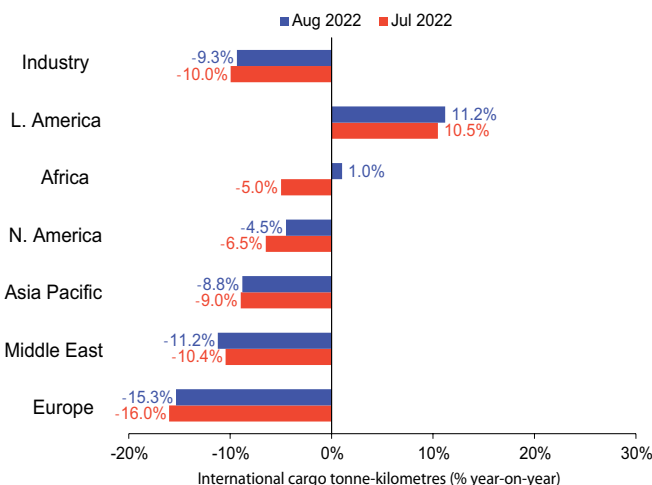
- Asia-Pacific airlines saw their air cargo volumes decrease by 8.3 per cent in August 2022 compared to the same month in 2021. This was an improvement over the 9.0

likely in the coming months. Capacity was up 5.7 per cent compared to August 2021.

- European carriers saw a 15.1 per cent decrease in cargo volumes in August 2022 compared to the same month in 2021. This was the worst performance of all regions for the fourth month in a row.

This is attributable to the war in Ukraine. Labor shortages and high inflation levels, most notably in Turkey, also affected volumes. Capacity increased 0.4 per cent in Au-

## International CTK growth (airline region of registration)



Sources: IATA Economics, IATA Monthly Statistics

gust 2022 compared to August 2021.

- Middle Eastern carriers experienced an 11.3 per cent year-on-year decrease in cargo volumes in August. Stagnant cargo volumes to/from Europe impacted the region’s performance. Capacity was down 0.1 per cent compared to August 2021.

Industry-wide CTKs were down 8.3 per cent YoY in August, which is a solid improvement from the July decrease of 9.7 per cent YoY. The decline in seasonally adjusted (SA) air cargo volumes paused in August, with a robust 1 per cent month-on-month (MoM) growth compared with July. This signals the resilience of the air cargo industry under mounting pressures from the recent economic volatility and geopolitical conflicts.

Although China has eased lockdowns, other headwinds persist, including infra and labour supply constraints. In addition, the ongoing Russia-Ukraine war still affects cargo capacity, with a number of important air cargo carriers directly impacted. 🇷🇺

**August presented indicators with upside potential. Oil prices stabilized, inflation slowed and there was an expansion in goods traded globally**

# Pact to benefit **customers** with more cargo capacity

Under the terms of the MoU, Emirates SkyCargo and United Cargo will work on aspects, including expanding cargo interline options, pending regulatory approvals, and blocked space agreements. Cooperating with United will allow us to add value for our customers to reach new markets.



Nabil Sultan, Emirates Divisional Senior VP, Cargo and Jan Krems, President, United Cargo signing the MoU

“United is pleased to work with Emirates SkyCargo on this MoU. As one of the leading carriers worldwide, Emirates SkyCargo is an important player in the industry, and our supplementary capabilities allow us to provide new service offerings to our customers worldwide. We share a common commitment to providing industry-leading solutions for our customers and we look forward to working

 CT Bureau

**E**mirates SkyCargo and United Cargo have signed a Memorandum of Understanding (MoU) acknowledging a commercial agreement between two of the largest global airlines. The MoU was signed at the World Cargo Symposium (WCS) at IATA event in London, United Kingdom by Nabil Sultan, Emirates Divisional Senior VP, Cargo and Jan Krems, President, United Cargo.

Under the terms of the MoU, Emirates SkyCargo and United Cargo will work closely on several aspects, which include expanding cargo interline options and blocked space agreements, pending regulatory approvals. This will build on existing cargo interline arrangements between both

air cargo operators and offer freight customers access to more capacity on a larger combined global network.

Due to the coordination, air freight customers would benefit of both Emirates SkyCargo and United Cargo around the world.

“Emirates SkyCargo is committed to being the leading player in the global air cargo industry providing our customers with the highest standards of products and services. Cooperating with United, a leading airline with a wide network that is complementary to our own, will allow us to add value for our customers and help them reach new markets more speedily,” said Nabil Sultan, Emirates Divisional Senior VP, Cargo, said.

**We share a common commitment to providing industry-leading solutions for our customers**

together in the future.” Jan Krems, president of United Cargo, said.

United Cargo will have access to Emirates SkyCargo’s high frequency distribution network through the bellyhold of passenger flights to more than 100 global destinations and 11 freighters, while Emirates SkyCargo will have access to over 200 cities in the USA and 300 cities across five continents through United Cargo. 🇦🇪


## AT A GLANCE

- United will have access to Emirates SkyCargo’s network through the bellyhold of passenger flights.
- Emirates SkyCargo will have access to 200 cities in USA and 300 across five continents through United Cargo.



# MoU to digitalize cargo handling process

Our aim is to implement digitally advanced, innovative cargo solutions to ensure all stakeholders benefit from sustainable operating environment. For this, Siemens Logistics is our choice as an experienced technology partner. We are also preparing for problems to arise in long run.

 CT Bureau

In Memorandum of Understanding (MoU) was recently signed by Siemens Logistics, Qatar Airways Cargo and Qatar Aviation Services (QAS) Cargo. The deal is made to promote close cooperation in digitalising cargo handling processes.

“The collaborative project will, among others, deploy the latest in data analytics applications and predictive maintenance,” says a release from Siemens Logistics. “It is also set to positively impact sustainability as well as health and safety. With this MoU, three major players come together: Siemens for airport digitalization and automation, QAS Cargo for world-class cargo handling at the Doha hub, and Qatar Airways Cargo as the leading air cargo carrier in

the world.” Michael Reichle, CEO, Siemens Logistics says: “Artificial intelligence, Machine Learning and senseful data usage are becoming increasingly important within

**The collaborative project will, among others, deploy the latest in data analytics applications and predictive maintenance**

airfreight handling. We are excited to work with Qatar Airways Cargo and QAS Cargo in a forward-looking collaboration to jointly achieve results that will strengthen operational efficiency in demanding cargo processes.”

Guillaume Halleux, Chief Officer Cargo, Qatar Airways Group adds: “Our aim at Qatar Airways Group is to further implement digitally advanced, innovative cargo solutions to ensure that all stakeholders benefit from an even more sustainable and seamless operating environment.

For this, Siemens Logistics is our clear choice as an experienced technology partner. With the signing of the MoU for digitalization, we are preparing for the challenges to come.”

Siemens Logistics GmbH is a leading provider of innovative products and solutions in mail and parcel logistics as well as in airport logistics with baggage and cargo handling. The company has more than 50 years’ experience in over 60 countries. 🇦🇪

## FACT FILE

■ Our aim at Qatar Airways Group is to implement digitally innovative cargo solutions to ensure all stakeholders benefit from a sustainable and seamless operating environment.



# CO<sub>2</sub> emissions highlight of Bahrain air show

2022 edition of BIAS will see industry-leading professionals and organizations gather at the Gateway to the Gulf to do business, network and provide an opportunity to discuss the significant difficulties facing the air cargo industry as it heads into 2023.



CT Bureau

The Bahrain Ministry of Transportation and Telecommunications and the Royal Bahraini Airforce in association with

The 2022 edition of BIAS will see industry-leading professionals and organizations gather at the Gateway to the Gulf to do business, network and provide an opportunity to discuss the key challenges

by two panel sessions exploring the path to NetZero and innovating the future.

## SPACE

Thursday, 10 November, Theatre II

The topic of conversation focuses on Space will open with a keynote and panel sessions exploring entrepreneurship opportunities and engaging future generations.

## WOMEN IN AVIATION

11 November, Theatre I

The Women in Aviation Forum will open with a session setting out the case for gender and generational equality. The keynote speech will focus on STEM students and MENA'S post-COVID recovery and will be followed by a panel for women in aerospace.

## CARGO & LOGISTICS

Friday, 11 November

On Friday, Theatre II will host the Cargo and Logistics Forum. It also includes sessions to explore the digitization of businesses, the shift to e-commerce and logistics in the GCC region. About 140 companies are expected to display exhibits of defence, space, business, and aviation sectors among others. 🚀



**BIAS has been designed to reflect the demands of aerospace and defence industry and will harness global expertise to provide crucial thought leadership**

Farnborough International, will host the Bahrain International Airshow. The event, which is set to take place from 9 to 11 November at Sakhir Airbase.

Organised by the Bahrain Ministry of Transportation and Telecommunications and the Royal Bahraini Airforce in association with Farnborough International, BIAS has been designed to reflect the demands of aerospace and defence industry and will harness global expertise to provide crucial thought leadership.

facing the sector as it heads into 2023.

The BIAS conferences will take place on 10-11 November. The 2022 programme will host four forums across two days in two theatres. Each forum will feature a variety of keynote and panel sessions:

## AIRLINES & LEADERS


Thursday, 10 November, Theatre I

The Airlines and Leaders Forum will open with a keynote address and will be followed



# UAE, Georgia begin talks on CEPA in Tbilisi

UAE and Georgia have clear synergies and complementarities, and talks will outline areas of opportunities in sectors such as agriculture, AI, tourism, transportation, energy, among others. Talks between two nations present an exciting new opportunity for long-term growth.

 CT Bureau

The United Arab Emirates and Georgia are have commenced negotiations towards a Comprehensive Economic Partnership Agreement (CEPA) in Georgian capital, Tbilisi. The talks, which took place between 26 and 28 September, will seek to stimulate trade, investment and economic cooperation between the two nations in line with the UAE's foreign trade agenda launched in September 2021.

His Excellency Dr. Thani Al Zeyoudi said, "As part of the strategy to double the size of the national economy and push GDP beyond AED3 trillion by 2030, the UAE continues to explore economic partnerships with markets of regional and global importance. Georgia is a dynamic, free-market economy in the heart of the emerging Caucasus region, and our relationships has seen real momentum in recent years. These negotiations present a welcome opportunity to open an exciting new chapter and deliver long-term growth."

"Our economies have clear synergies and complementarities, and the talks will outline areas of opportunity in sectors such as agriculture,



Artificial Intelligence, tourism, transportation, energy, and others. We will also work to create platform for SMEs, startups and entrepreneurs to scale and expand internationally. We are both entering these negotiations with a commitment to create opportunity, build on common interests and champion the private sector in both countries." His Excellency Jumaa Muhammad Al Kait, Assistant Undersecretary for International Trade Affairs, Ministry of Economy, heads the UAE negotiation team in this tour, including representatives from all concerned authorities in the country.

The trade and investment flows in recent years between the UAE and Georgia has been increasing. In H1 2022, bilateral non-oil trade

reached US\$166 million, a 104 per cent rise on the same period in 2021, a 118 per cent increase on 2020, indicating an 85 per cent rise compared to 2019. In 2021, bilateral non-oil foreign trade totalled \$223 million, a 52 per cent increase in 2020, and 11 per cent more than pre-COVID with the UAE now accounting for 63 per cent of Georgia's trade with the Arab world. Mutual direct investment exceeded US\$1 billion by the end of 2021, with UAE investments into Georgia currently representing 5 per cent of all FDI, the sixth largest source of foreign direct investment.

The UAE has signed three CEPAs this year, including deals with India, Israel, and Indonesia. Negotiations with Republic of Türkiye for another CEPA are underway. 🇦🇪

**The discussions present a welcome opportunity to open an exciting new chapter and deliver long-term growth**



# UAE delegation seeks trade reforms in WTO

UAE for expansion of trade partner network, recognizing role of trade flow in promoting growth of global economy. Reasserts belief global trade is catalyst for growth, says **His Excellency Dr Thani Al Zeyoudi**, Minister of State for Foreign Trade.

 CT Bureau

**H**is Excellency Dr Thani Al Zeyoudi led a UAE delegation to the World Trade Organization (WTO)'s General Council meeting in Geneva that held recently, during which he urged the global trading community to move forward with reforms to modernize the global trade system. His Excellency Dr Al Zeyoudi was accompanied by His Excellency Ahmed Abdulrahman Al Jarman, the UAE's Permanent Representative to the United

Nations, and His Excellency Rashed Al Balooshi, Undersecretary of the Abu Dhabi Department of Economic Development (ADDED).

Addressing the council, the WTO's highest-level decision-making body, His Excellency Al Zeyoudi reasserted the UAE's belief that global trade is both a key catalyst for inclusive global growth and an important remedy for the current economic headwinds. He cited the progress made at the 12th Ministerial Conference (MC12) in June, which includ-

ed breakthroughs on fisheries subsidies, intellectual property, pandemic preparedness and removing restrictions on food exports, and then called for similar unity of purpose to ensure that the WTO remains a credible custodian of global trade.

"Now is the time to build on this momentum and push for greater progress to embrace digitalisation and enhance strategic digital trade policies as well as to strengthen the WTO's role as a forum for trade negotiation and formu-

## FACT FILE

■ UAE's leading trade position and its achievements in hosting international events, are key pillars in supporting its bid to host the 13th WTO ministerial conference in Abu Dhabi in 2023.





lating rules, and an effective platform for dispute resolution and arbitration. We look forward to working closely with WTO members ahead to strengthen the future of global trade by building greater inclusiveness, transparency, and innovation in our multilateral trading system.”

On the sidelines of the meetings, His Excellency Al Zeyoudi, who is also the former Minister of Climate Change and Environment for the UAE, met with WTO Director General Dr Ngozi Okonjo Iweala and congratulated her on her stewardship of the organization to date, including the positive outcomes of MC12, and expressing confidence in her ability to restore stability to global trade. His Excellency Dr Al Zeyoudi also held discussions with Rebeca Grynspan, Secretary General, United Nations Conference on Trade and Development (UNCTAD) on the pressing issues of climate change and food security, and with WEF President Børge Brende on the current economic landscape. He later attended a meeting of Arab ambassadors.

Over the two days, His Excellency Dr Al Zeyoudi also sought support for the UAE’s bid to host the 13th Ministerial Conference in Abu Dhabi in December 2023. At a reception hosted by the UAE in Geneva, he outlined to ambas-

sadors from WTO member states why the UAE’s trading history and support for multilateralism and unrivalled track record in hosting international events makes it an ideal venue for MC13.

“Meetings of the WTO General Council are a welcome opportunity to connect with the global trading community and reassert our commitment to open, frictionless and rules-based trade,” he said.

“I believe commitment has perhaps never been more important. As we emerge from the biggest disruption to supply chains, member states must continue to reject isolationism and protectionism and pursue multilateral, multi-level partnerships that accelerate the flow of goods, remove unnecessary barriers to trade and catalyze industrial activity and job creation. With our CEPA agenda, we have placed trade at the heart of our new economic policy, and it is important that we are able to advance ideas that can enhance the global trading system.” 🇦🇪

**Now is the time to push for greater progress to embrace digitalization and enhance strategic digital trade policies**





# General spot rates fall due to low demand, capacity


They have been falling gradually since the early this year because of deteriorating air cargo market. Taking Japan as an example, routes to Europe have been impaired by the Russia-Ukraine war, causing a 12 per cent reduction from Q1 to Q2.

## FACT FILE

■ It is early to judge how the air freight market will play the rest of the year, but there are no indications that demand will pick up.





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**G**eneral air freight spot rates fell 9% year-over-year in September, to below the 2021 level for the first time this year, as returning global cargo capacity continued to outpace air cargo volumes, according to the latest weekly market data from industry analysts, CLIVE Data Services part of Xeneta.

Spot rates have been falling since the beginning of this year, pointing to a deteriorating air cargo market. In September,

ber, general cargo spot rates continued to plunge below seasonal rates, although continuing regional capacity constraints from outbound East Asia showed more resistance in comparison to the ocean spot market. In September, ocean spot rates from East Asia to Europe fell 49% from the January level, while air freight spot rates were 19% lower. The market, however, will be influenced by returning air cargo capacity.

Taking Japan as an example, routes to Europe have been impaired by the Ukraine war, causing a 12% reduction from Q1 to Q2. In June, Japan began easing part of its severe COVID curbs to welcome guided tourists and, since then, passenger aircraft belly capacity to Europe improved by 7% in Q3, recovering to 38% of the pre-pandemic Q3 2019 levels. In accordance with this, Q3 air freight spot rates dipped 28% compared to Q2.

Overall, global air cargo demand in September, measured in chargeable weight, remained a negative trend, falling 5% and 2% in the same months of 2021 and pre-pandemic 2019. The overall decline in general air freight volumes came as airlines reintroduced passenger and cargo capacity from East Asia, most notably at the month-end after governments of Hong Kong,

Japan and Taiwan announced plans to lift COVID curbs.

Global cargo capacity last month recovered by 5% versus September 2021 to sit just 7% below the 2019 level, as per CLIVE reports. Declining demand and increasing capacity had the impact on CLIVE's 'dynamic load factor' analysis, an indicator of airline performance by measuring both the volume and weight perspectives of cargo flown and available capacity. It dropped 7% points over the same month last year to 59% and was 2% points adrift of the level recorded in September 2019.

"What we see is a 'jumpy' air cargo market, responding quickly to global events, whether this is the Russia-Ukraine war, rising inflation, the pressure on Pound Sterling, or US Dollar. It is early to judge how such events will be reflected in the market over the rest of 2022, but we see no indications that demand will pick up from a macroeconomic perspective," said Niall van de Wouw, CAO, Xeneta. "We see a flat market, but the fall in general air freight rates and load factor may be exacerbated by the return of cargo capacity, he said. Even as we head towards a winter season when, traditionally, we would expect to see cargo space in the prime Europe and the USA markets cut back," he added. 📈


**Overall, global air cargo demand in September, measured in chargeable weight, remained a negative trend, falling 5% and 2% in the same months of 2021 and pre-pandemic levels**





# Trials start for user-friendly drone logistics services

Maqta Gateway, Emirates Post Group and SkyGo will soon launch comprehensive aerial drone delivery services in Abu Dhabi. Beginning with short-range journeys, the programme will gradually expand to long-range tests with an increased capacity and understand wide benefits.

 CT Bureau

**M**aqta Gateway, the digital arm of AD Ports Group, Emirates Post Group, the official postal operator for the

UAE, and SkyGo, an aerial logistics provider, are all set to launch a new initiative that would provide a comprehensive aerial drone delivery among other services in Abu Dhabi.

The three organisations will collaborate on a trial programme that will deploy aerial drones to carry parcels, documents and medical supplies to specified Emirates Post sites across the Emirate of Abu Dhabi. Beginning with short-range journeys, the programme will expand to long-range tests with an increased capacity to assess demand and understand the wider benefits.

The objective is to provide a sustainable, user-friendly service that can carry vital medical supplies, fresh foods, and urgent documents rapidly, while providing real-time tracking.

Maqta Gateway will deploy its integrated digital marketplace, Margo Hub, to facilitate







online transactions between customers and Emirates Post Group, which, in turn, will manage the service and provide tracking and status updates, while SkyGo provides the drone solutions.

Dr. Noura Al Dhaheri, CEO, Digital Cluster and CEO, Maqta Gateway, AD Ports Group, said, "As a leading trusted trade and logistics partner in the region and globally, Maqta Gateway is positioned to spearhead advanced innovations such as this initiative. We actively seek out projects that can positively disrupt and transform global trade, and this new collaboration offers a vital opportunity to do just that. Drone services could enable convenience and faster delivery times for customers across Abu Dhabi, while ensuring a positive environmental impact. Margo Hub is a state of the art integrated digital marketplace for all logistics needs, from trucking

and warehousing through to the last mile and express delivery, so the expansion into drone services is a seamless extension."

Abdulla Mohammed Alashram, Group CEO, Emirates Post Group, said, "This agreement comes as part of the Group's vision to foster collaborations with pioneering UAE firms that embrace advanced technologies so that we may provide customers with innovative delivery solutions. Maqta Gateway is an ideal partner for this project, delivering UAE-initiated innovation through an advanced digital platform. This drone project represents an efficient and environmentally responsible solution for the delivery of small to medium-sized packages, in line with the Universal Postal Union's (UPU) sustainable development objectives. By supporting this project, we are confident we can alleviate road congestion and reduce

fuel consumption in last-mile deliveries (LMDs)."

Mohammed Al Dhaheri, CEO, SkyGo, said, "SkyGo is focused on pioneering the technology of drones across the UAE to positively disrupt multiple sectors within the marketplace. Our ability to collaborate and deliver value has ensured continuous fruitful partnerships with leaders such as the General Civil Aviation Authority—our main partner in the drone project. We are proud to announce the utilization of our drone technologies by Maqta Gateway and Emirates Post Group. This is yet another step in the process of transforming global trade to becoming more efficient, sustainable, and environmentally responsible."

Details of the trial programme will be released towards by the end of 2022, with a full commercial offering planned for launch in the next year, pending approval. 🚀

**The drone project represents a solution for delivery of small and medium-packages, in line with UPU's objectives**



# 21% less **cargo tonnage** recorded in September

In the first nine months of 2022, tonnage decreased 10% to 835,497 tons against a 24% decline in capacity (5,356,142 tonne km) and a 32% drop in revenue tonne kilometres (RFTKs) 3,860,026 tonne km compared to the same period for 2021.


 CT Bureau

**C**athay Pacific carried 104,055 tons of cargo in September, a decrease of 21 per cent compared to September 2021 and a 40 per cent decrease compared with the same period in 2019. “The month’s cargo revenue tonne kilometres (RFTKs) decreased 28 per cent year-on-year and were down 39 per cent compared to September 2019. The cargo load factor decreased by 13.3 percentage points to 66.4 per cent, while capacity, measured in available cargo tonne kilometres (AFTKs), was down by 14 per cent year-on-year and was down by 39.4 per cent versus September 2019,” states a release. In the first nine months of 2022, the tonnage decreased

10 per cent to 835,497 tons against a 24 per cent decline in capacity (5,356,142 tonne km) and a 32 per cent drop in RFTKs (3,860,026 tonne km) compared to the same period for 2021, the release added. “On the cargo side, tonnage in September dipped 21 per cent compared to last year’s high level,” says Ronald Lam, Chief Customer and Commercial Officer, Cathay Pacific.

“We had reduced cargo flight capacity in this expectation and operated fewer cargo-only passenger services on long-haul routes. The fall in demand was more than forecasted due to weaker consumer demand and reduced manufacturing activities in the Chinese Mainland. This

prolonged the dip that we typically see after the Mid-Autumn Festival and meant the pre-National Day Holiday uptick was relatively mild. Cargo flight capacity in July was 61 per cent of pre-2019 levels.”

Lam said, “As we resume passenger flights, the capacity provided in the bellies of our passenger aircraft will enable us to offer extended routings and consistent services to our cargo customers. Demand from Chinese Mainland softened over the National Day holidays but is expected to firm up again. We think positive demand will be over traditional cargo peak period, and while it won’t reach the levels achieved last year, we expect it to be over historical averages.” 

**The fall in demand was more than forecasted due to weaker consumer demand and reduced manufacturing activities in the Chinese Mainland**



# MIENA region gets third green logistics facility

DB Schenker's mega logistics facility, which is temperature-controlled, offers a total space of 90,000 Euro pallets providing warehousing solutions for different industries and B2C e-commerce delivery services. The facility also employs sustainable practices in its operations.

 CT Bureau

**D**ubai South, the largest single-urban master development focusing on aviation, logistics and real estate, has announced the launch of DB Schenker's third mega logistics centre in the Logistics District, which marks its success story of growth in the MENA region.

The solar system placed on the roof of both facilities will produce the full energy demand of the 74,000 square metres of warehouse space and 5,000 square metres of office buildings, saving 4,000 tonnes of CO<sub>2</sub> emissions annually, the equivalent of planting 400,000 trees.


The green logistics hub will provide a sustainable ecosystem for bonded and non-bonded operations and end-to-end integrated suite of goods and customised services for customers. The facility, which will serve as a distribution hub for the GCC, will be a single source for all logistical requirements.

The third facility, which is also temperature-controlled, offers a total space of 90,000 Euro pallets providing warehousing solutions for dif-

ferent industries, including dangerous-goods storage and B2C e-commerce delivery services, leveraging its ideal connectivity to land, sea, and air freight transportation modes. The facility has a 5,000 square-metre mezzanine floor exclusively designed for various value-added service activities.

Mohsen Ahmad, CEO, Logistics District, Dubai South, said, "The new facility will strengthen the entire ecosystem of the Logistics District, thanks to its innovative solutions and best sustainable practices, which are testament to its progressive business strategy. We will spare no effort to consolidate DB Schenker's prominence and offer sustainable logistics solutions in line with the UAE Net-Zero 2050 strategic initiative. Global and regional

players benefit from Dubai South's customer-centric processes and multimodal connectivity between road, air, and sea transportation. As part of boosting Dubai's global position, we are committed to establish a progressive ecosystem to build a global logistics and e-commerce hub that caters to the evolving demands of our existing and potential clients.

Ako Djaf, VP, Contract Logistics/SCM, Middle East and Africa, DB Schenker, said, "We are delighted to strengthen the logistics industry and meet the changing needs of our valued customers. As with the second facility, the new centre will cement our sustainability commitment and agenda, and the construction of the centre will elevate our capacity and network." 



**The hub will provide bonded and non-bonded ops and end-to-end integrated suite of goods and customised services for customers**



# Tough **supply chain** sector turning resilient

I found a career growth after relocating to the UAE. People give a lot of respect to women here and make them confident. Digitization of the supply chain has made a huge impact on the logistics industry, says **Dina Awad**, Freight Forwarder Manager, Milaha, Qatar Navigation.

 Abigail Mathias

**W**hen it comes to professionals in the industry, Dina Awad is clearly a cut above the rest. Awad is a Freight Forwarder Manager for Milaha, Qatar Navigation (Logistic Company). Having an experience of 12 years in supply chain management, she found herself in this role after working with leading multinational companies such as Aramex after having an unrelated background at the beginning of her career.

“I started as a Regional Customer Relations Manager in Jordan. I soon learnt that this industry is quite challenging. The process at the start is extremely detailed, right from handling each clients’ request to working on customer satisfaction, which is interesting to me. After I relocated to the UAE, I found a big jump in my career,” she said.

Milaha is one of the largest and most diversified maritime and logistics companies in the Middle East with a focus on providing integrated transport

and supply chain solutions. The company’s roots go back to 1957. Today, it is a large, diversified holding company with core interests in maritime transport, logistics, port management, and marine offshore services.

After witnessing the changes in the industry since the pandemic, Awad believes evolution is a constant in her field. “This industry is changing, and it will continue to transform. The talent required will also evolve. In fact, I completed my Masters in Operations



and Supply Chain and I studied the changes. The UAE is evolving faster than the other countries in the region as it is always the first to adopt new technologies. Digitization of transportation has increased. Soon trucks may not need drivers. We do see a lot of evolution. Cyber security is playing a big role in the industry."

## ROLE OF WOMEN

When it comes to women in her field, Awad feels the number of women joining this field depends on the country they

really supports women. As for myself, I am working in operations, so I must regularly visit ports and the airports or cargo terminals. In some countries it may be a little difficult for women to find themselves in these roles, but it is not that way in the UAE. People give a lot of respect to women and make them confident. It is also safe for women."

She leads a team of 25 people in operations, air freight, land freight and sea freight. These also include transportation

the Dubai Airports. We also have a clearance team as well as cargo."

## FACING CHALLENGES

When it comes to challenges, Awad says there are a few who are prejudiced against women. "They tend to think that women will not know better, no matter the amount of experience she has. It is a challenging industry, and one must be practical. I do face the challenge of breaking the ice with some people; but I believe that perceptions are changing."

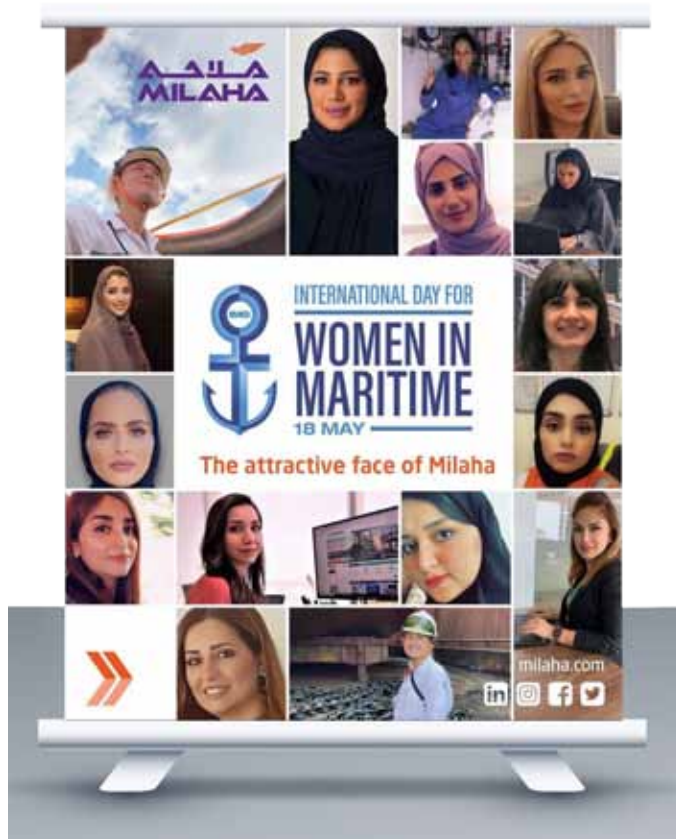
When it comes to encouraging youngsters to join the arena, she stresses, "If he or she is working in this field, one must pay attention to detail, be ethical, and have integrity. It is the main thing necessary to sustain in the industry. A few people may try to manipulate the system when they join. I encourage my team to always check and ensure that you have the proper documents in place. We also need to work fast and this is sometimes stressful, but the individual must be committed. There could be clients who call out of the blue and request for something from our warehouses. We must be ready to help."

Business is quite different daily. "Milaha is a company that has its own vessels operating from Dubai. I also handle warehousing. Daily we start with bookings and my team arranges for all shipments. We handle documentation for shipments as well. I arrange the processes for the customers and implementing the safety standards. I also motivate my team to enhance productivity, efficiency, performance, and empowering them. I like to allow them to take the lead. I believe that the industry needs more leaders." 🍕



**Dina Awad**  
Freight Forwarder Manager,  
Milaha, Qatar Navigation

**The UAE is evolving faster than other countries in the region. It is always the first to adopt new technologies**



reside in. "When it comes to leadership positions, we do not see a lot of women. The industry is quite tough. We need people who are resilient. Handling a lot of important details and meticulousness is needed. We handle customer service, and we deal with clearance as well. It requires someone who is always on their feet. I believe that the UAE is one of the countries in this region that

and customer service personnel. She also handles a finance team. Despite the sheer volume of work, she enjoys keeping up with her deadlines.

"Things have changed a lot after the pandemic. Many of our meetings now take place on virtual platforms. However, we do need to meet authorities on a regular basis. We deal with Dubai Trade and

## IN SHORT

- When it comes to leadership positions, we do not see a lot of women. The industry is quite tough.
- I like to allow my team to take the lead. I believe that the industry needs more leaders.

# Food security to get digital technology boost

World Union of Wholesale Markets Conference in Abu Dhabi highlights technology in solving world's food security crisis. Many studies have shown that technology can transform the global food production system and mitigate its impact on the climate and environment.

 CT Bureau

**A**n increased use of innovative digital technologies could help to solve the world's ongoing food security crisis, according to policymakers and business leaders set to meet in Abu Dhabi in October.

**The fresh food sector is the less penetrated sectors in terms of digitalization and digital technology**

From big data usage to mitigate the effects of the pandemic on food systems and improve logistics to geospatial systems that predict locust feeding patterns, the World Union of Wholesale Markets (WUWM) Conference in Abu Dhabi will examine a range of new innovations that could bring game changing tools to global food markets.

The fresh food sector is among the less penetrated sectors in

terms of digitalization and application of digital technology. Nevertheless, many studies have shown that technology can help transform the global food production system and mitigate its impact on the climate and environment.

A special innovation panel will address how technology can address challenges in the sector. By bringing together experts from a range of key organizations, including start-





ups deploying Artificial Intelligence (AI) to manage food supply chains, such as SILAL, a leading UAE agritech company; EAT, a science-based global platform for food system transformation; and moderated by economic consultant Roland Berger Middle East, the panel will examine the potential of emerging technologies seen for developing more efficient, and reliable food supply systems.

Feroz Sanaulla, Partner, Roland Berger, Middle East, said, "In the past half century, the population has doubled, and food production has tripled. This has been possible due to an ecosystem that is productivity-oriented, leading in some cases to ultra-processed food, and negative health impacts such as obesity and cancer. Demand will continue to grow, but now end-consumers are demanding a shift towards healthy, quality food, produced in an environmentally conscious way."

The EAT Foundation is one of the global agencies working to achieve the ambitious development targets of the UN Sustainable Development Goals, which stipulate an urgent need to transform food systems.

Javad Mushtaq, Deputy CEO, EAT Foundation, said, "We believe that food is the most powerful opportunity to improve the health of people as well as the planet, and to transform our food systems, to accelerate the pace to reach the UN Sustainable Development Goals by 2030. To do so, we need access to ground-breaking knowledge and science such as the EAT-Lancet report to ensure that food systems are part of the global climate action agenda, to unlock the potential of disruptive in-



novation, catalyze transformative shifts in the flow of capital into our food systems, and to work on ground breaking coalitions to drive change."

These innovation leaders will be joined by vital UAE organizations, including The Department of Culture and Tourism, Abu Dhabi, as well as AD Ports Group, which is developing one of the region's largest food trading and logistics centres at KEZAD.

Abdullah Al Hameli, Chief Executive Officer, Economic Cities & Free Zones, AD Ports Group, said, "Digitalization is a factor to positively impact today's food security crisis, as it drives innovation from production to consumption along the food supply chain. We look forward to the upcoming WUWM conference to learn from the industry's technology leaders and to share our own best-practices in the food transport, storage, and logistics cluster, as a leading global trade facilitator in our own right."

Under the theme, "Global food security in the XXIs: Risks,

challenges and solutions to ensure resilient and sustainable fresh food supply chains", WUWM Abu Dhabi 2022 will be one most significant meetings of the global food industry held this year, building on the work of their 2021 conference which examined the food supply challenges after COVID cases reduced.

Stephane Layani, Chairman, WUWM, said, "The fresh food industry is probably the only sector that is the least penetrated by digital tools. Several cases have shown the game changing impact that digitalization can have on our industry.

This conference will convene our industry's public and private sector actors at the highest levels to discuss and debate as to how we can better wield digitalization tools in different processes of the fresh food supply." Other topics set to be discussed at the WUWM conference include logistics and food hubs. The conference will take place on 20 October 2022 in Abu Dhabi. 📍

## FACT FILE

■ Digitalization is an important factor to positively impact today's food security crisis, as it drives innovation from production to consumption along the food supply chain.



# Driving **customer ops** with sustainability

Limitless Summit is an open forum for industry stalwarts to exchange ideas, learnings, best practices, and to leverage technology for harnessing limitless opportunities in a rapidly evolving logistics ecosystem for optimising logistics operations.

 CT Bureau

**T**he supply chain is no longer an abstract concept. In fact, the integrity of these chains relies on collaboration from the entire system, and research shows collaboration positively affects supply chains.

Shipsy's virtual logistics tech summit on navigating 'The Road to Sustainable and Cost-efficient Logistics' recently concluded on a high note. The second in the Limitless series, the flagship event has witnessed the participation of many industry stalwarts from

leading organisations and over 1,000 supply chain professionals worldwide.

The Limitless Summit is an open forum for industry leaders to exchange ideas, learnings, best practices, and key trends that can drive and harness limitless opportunities in a rapidly evolving logistics ecosystem.

The latest edition touched upon how the environment and business profitability can go hand in hand. Nations across the globe are making significant efforts toward decarbonising their supply

chains. But with reports necessitating the region to slash its CO<sub>2</sub> emissions by 42 per cent to meet the 2030 target, the companies must leverage advanced solutions to reduce their carbon footprint.

Soham Chokshi, CEO & Co-Founder, Shipsy, shed light on how technology can play a pivotal role in increasing logistical efficiencies. He said, "Dynamic order planning, reducing the distance traveled, increasing usage of carriers, optimising territory planning, and seamless communication between riders and consumers will empower businesses to

## FACT FILE

■ Nations across the globe are making efforts toward decarbonising their supply chains. They are making efforts to slash CO<sub>2</sub> emissions by 42% to meet the 2030 target.



reduce CO2 emissions. Data will play a critical role here. Sustainability dashboards will help businesses monitor their carbon footprint before the shipment journey commences and select the right logistics partner.” Shipy enables businesses worldwide to build a resilient, connected, agile, sustainable, and autonomous supply chain and logistics operations.

Its smart logistics management platform empowers enterprises to significantly reduce operating costs, lower carbon footprint, enhance customer experiences, boost delivery productivity, and drive seamless cross-border freight movement. Shipy’s 350-strong team is based out of India, Dubai, and Indonesia serving over 180 customers across the globe.

It tracks 650,000 containers per month, procures freight worth US\$150 million per month, and powers 60 million parcels per month. On a broader perspective, Shipy has 50 third-party logistics companies, 300 freight forwarders, 50 customs agents, and over 15,000 adopted shipper networks. Chokshi also unveiled Shipy Business Intelligence—an intuitive tool that helps businesses with real-time, data-driven logistics intelligence. Logistics leaders can leverage customisable dashboards to compare multiple metrics to track and reduce infringement at each stage of their logistics value chain.

The industry keynote by Ekhlague Bari, Chief Information Officer, Jubilant FoodWorks, shared key drivers to boosting customer experiences. He also highlighted that customer experience is intri-

cately linked to profitability and sustainability.

Bari said, “Businesses must always keep product quality, price, behaviour, trust, effort, and turnaround time (TAT) in check. Poor quality products/services, inability to arrest mock rider locations, and non-adherence of delivery SLAs, among other factors, worsen customer experiences. Providing too many variants for the same product can negatively impact buying decisions. Fair pricing is important, and to ensure businesses charge the right price, they must identify cost optimisation pockets to improve route planning.”

In a panel discussion, moderated by Vohuman Bardi, Vice President, EMEA and APAC, Shipy, the panellists delved deeper into how businesses can strike a balance between environmental sustainability and logistics costs. Walid Shabana, CTO and Co-Founder, Rabbit Mart, said, “Sustainability is all about protecting and preserving natural resources. Our organization

aims to reduce waste from the grocery (fresh produce) and minimize hoarding by taking the product faster to the customers. We built our business model on dark stores to reduce the distance travelled and serve select geography with limited resources.”

Bassel El Koussa, Chief Executive Officer (CEO) and Co-Founder, Quiquip, said, “Inefficiencies and carbon emissions occur in the final mile. We aim to make last-mile routes productive and efficient, bringing pickup points closer to lower travel times to reduce carbon emissions.”

He said, “Making unit economics of the on-demand delivery model work necessitates embracing advanced technologies. It will help businesses to shorten the distance traveled and maximize resource utilisation. Embracing best practices such as optimum average vehicle speed and leveraging technology for optimising routes and improving capacity utilisation can achieve efficiencies in the logistics.” 🚚

**Inefficiencies and CO<sub>2</sub> emissions occur in final mile. We aim to make last-mile routes productive and efficient, bringing pickup points closer to lower travel times**





# IT gives impetus to freight forwarding

Leading experts from freight forwarding industry gathered to learn more about how IT can enhance their businesses. The event, hosted by Fresa Technologies, was held at Millennium Airport Hotel in Dubai.









# Financial ecosystem leverages customer base

FINTX to participate in GITEX to demonstrate its financial capabilities for the future. The new company will own, oversee, and transform the existing financial services companies of Emirates Post Group, which includes Wall Street Exchange Centre LLC, and Instant Cash FZE.



**Ahmed Mohamed Al Awadi**  
Managing Director and CEO  
FINTX

CT Bureau

Emirates Post Group announced that it will launch its new fintech arm 'FINTX' during GITEX Global 2022, which was held in Dubai from October 10-14. During GITEX, the new company will showcase to the public its new strategy, services, and ambitions for the future.

The new company is focused on establishing an enhanced and effective fintech eco-system through transforming its existing financial services companies, in addition to launching new ventures with compelling product offerings and building strategic partnerships with established companies and start-ups.

FINTX will own, oversee, and transform the existing financial services companies of Emirates Post Group, which includes Wall Street Exchange Centre LLC, and Instant Cash FZE. Wall Street Exchange Centre LLC is an exchange house in the UAE established since 1982, and Instant Cash FZE is a global money transfer operator established since 2004.

Ahmed Mohamed Al Awadi, MD, and CEO, FINTX said, "FINTX will act as an incubator for fintech innovation. We aim to create a one-of-a-kind fintech eco-system and elevate the diversity and quality of the financial services provided by the existing companies we oversee, and new ventures we create through

the newly established company. We intend to leverage our robust customer base and the extensive record of financial expertise spanning decades across our wide local and international network, to drive the success of the company."

FINTX is expected to diversify Emirates Post Group's portfolio by expanding its footprint within the fintech industry. The new company will focus on building an efficient fintech eco-system as well as provide a suitable setting for the synergy of all types of financial technology services. It will also provide a platform for investors, incumbents, and innovators to collaborate and create the digital financial services of the future, for the UAE and beyond.

**We create fintech eco-system and elevate the quality of financial services provided by existing firms we oversee**





## FAA awards \$31 million for airport cargo projects



US Federal Aviation Administration has announced grants of US\$31 million for expansion of cargo infra at nine airports in the USA. These projects will enable the airports to fast-track the movement of goods across the country. US Transportation Secretary Pete Buttigieg said, "Daily we rely on goods transported through our nation's airports."

## Smiths Detection signs MoU for aviation security

Smiths Detection, global leader in threat detection and security screening technologies, has partnered with security solutions provider Pangiam to expedite Open Architecture development and adoption in aviation security. They will utilize their capabilities to transfer 3D images from the former's computed tomography cabin baggage scanner HI-SCAN 6040 CTiX to Pangiam's Computer Vision insights. VP Richard Thompson, Marketing, Smiths Detection, said, "We are excited to be driving Open Architecture and to be working with the security solutions provider."



## FAA offers grants to explore avenues for green aviation

To minimize aviation emissions and noise, the US Federal Aviation Administration has announced grants of US\$16m to 14 universities to conduct research. This move is aimed at helping the country reach its aviation climate targets. Selected universities are members of the Aviation Sustainability Center (Ascent), which is part of the FAA's Air Transportation Center of Excellence for Alternative Jet Fuels and Environment.



## UPS expands presence in Milan Bergamo

UPS has expanded its presence Milan Bergamo Airport with the addition of a new facility that will expand capacity. The new facility measures 5,000 sq. mts. and is equipped with sorting facilities enabling it to process 3,800 packages per hour—twice as many done in previous building. UPS operates three daily flights (Monday to Friday) to Milan Bergamo from its European hub in Cologne and onwards to further UPS stations, utilizing the carrier's widebody B767s. "The choice made by UPS at Milan Bergamo Airport is vital as it supports infra development and growth undertaken by SACBO. UPS' investment and commitment to our airport demonstrates its belief in the indispensability of the logistics function to support the local economy," said Giovanni Sanga, president, SACBO.



## Honeywell unveils tech to produce SAF from ethanol



US-based technology firm Honeywell Sustainable Technology Solutions has launched new ethanol-to-jet fuel processing technology, which enables the production of Sustainable Alternative Fuel (SAF) from corn-based, cellulosic, or sugar-based ethanol. Honeywell company claims its ETJ processing technology has the potential to lower greenhouse gas emissions by 80% on a total lifecycle basis in comparison to petroleum-based jet fuel, based on the ethanol feedstock.

## Air Canada expands freighter ops into the US

Air Canada Cargo will add freighters to the USA, while expanding its network to Latin America. From November, it will add B767 freighter flights to Dallas and Atlanta. Air Canada Cargo is expanding its presence in Latin America with a service to Bogota. The addition of these key USA markets will allow dnata to provide access to key markets by linkage to other markets through Toronto. Matthieu Casey, MD, commercial, Air Canada Cargo, said, "These routes allow us to expand the reach of our network to key USA markets, and connect cargo to Canada, Europe, Latin America, and Asia."



## Hactl gains IATA CEIV lithium batteries accreditation



Hong Kong Air Cargo Terminals Limited (Hactl) has obtained accreditation under IATA's CEIV Lithium Batteries (Li-batt) standard. Hactl now holds all the four IATA CEIV accreditations (Pharma, Fresh, Live Animals, Li-batt). With the well-documented risks arising from incorrect packaging and handling of battery shipments, Hactl said it has been tightening its procedures and improving resources for handling such traffic over the recent years.

## DP World adds new routes to ease supply chain congestion

DP World has recently added new trade routes in the first three quarters of 2022. The new routes, connecting the Americas, Europe, Asia and the Middle East, have opened new trading opportunities for cargo owners. The routes, which cover



23,000 nautical miles, offer better access to goods and services for underserved populations, aiming to provide alternatives to globally congested routes and ports across the globe, as per state news agency, WAM.

Tiemen Meester, COO of Ports & Terminals, DP World, said, "Our new routes provide African citrus growers access to new markets in the Middle East and South Asia and Central American fruit suppliers access to Asia, the United Kingdom and Western Europe."

## Airfreight rates to stay above pre-COVID levels

Over the last few months, air cargo rates have been falling, said senior analyst at investment bank Stifel Bruce Chan in the latest Baltic Exchange newsletter. While they are likely to slip given the economic outlook, he said they do not expect them to dip back below pre-COVID levels in the near term. Chan said Stifel is expecting a muted peak season, but added there is the possibility of a downswing or an upswing.



## dnata bags 'Ground Handler of the Year' Award



dnata has been named 'Ground Handler of the Year' at the 2022 Air Cargo News Awards. The awards, prestigious in the air cargo industry, were presented at a gala event in London. Alex Doisneau, MD, UK (Airport Operations), dnata, who accepted the award, said, "We are proud to receive one of the coveted industry awards for the eighth consecutive time."



## Qatar Airways Cargo joins Cargo Ai



Qatar Airways Cargo has chosen to publish its capacity on CargoAi augmenting the platform's Middle Eastern presence and global network reach. CargoAi's forwarder users in 105 countries can now look forward to real-time capacity offers on Qatar Cargo flights. Its global network of 150 stations, is available for booking on CargoAi from 10 October, starting with 10 key European countries.

## Bahrain gets US\$290 mn in direct investment for logistics



Bahrain Economic Development Board (Bahrain EDB), supported by Team Bahrain, has attracted US\$290 million in direct investment during the first three quarters of 2022 through 25 logistics and manufacturing firms setting up and expanding within the Kingdom. The investments are expected to generate 1,200 jobs over the next three years.

## Saudia Cargo inks pact for CEIV-Pharma Certification



Saudia Cargo CEO Teddy Zebitz and IATA Senior VP Commercial Products and Services Frederic Leger signed a pact on 28 September on the sidelines of World Cargo Symposium, the largest air cargo event held this year in London. For the next few months, Saudia Cargo will continue to prepare multiple aspects of its ops, particularly on staff competency to handle pharma and to comply with IATA's needs for CEIV Pharma Certification on top of Good Distribution Practice.

## Plummeting air cargo rates and volumes

The latest figures from ACD Market Data reveal that global air cargo rates and volumes have continued to decline, especially in Middle East, South Asia and Asia Pacific. Looking at week 40 (3-9 October), worldwide chargeable weight dropped 9 per cent compared with the previous week, based on the 350,000 weekly transactions.



Volumes in Asia Pacific are 22 per cent below their levels, and Middle East and South Asia tonnages are below 21 per cent below last year.

Compared to weeks 39 and 40 with the preceding two weeks, volumes dipped by 4%, while average worldwide rates declined 1 per cent. Comparing the overall global market with last year, chargeable weight in weeks 39 and 40 was down 14 per cent.

## Qatar Airways Cargo launches 'Digital Lounge'

Qatar Airways Cargo is stepping up its digitization efforts with a revamped cargo customer portal called Digital Lounge. The lounge offers customers features such as booking, shipment tracking, account management, reporting, and other services online. Qatar Airways Cargo customers can book free sale and allotments with dimensions, excluding BUP. In future, users will be able to book any portfolio product through the lounge.



# Movements



**QATAR AIRWAYS CARGO**  
**Doha, Qatar**

★ **Liesbeth Oudkerk** has joined Qatar Airways Cargo as Senior VP. Oudkerk will be responsible for the cargo carrier's sales and freighter network planning, focusing on digital transformation to improve customer support as well internal processes, mainly digitalisation which is a key element in Qatar Airways Cargo's new approach to business. "I am thrilled about my new position and firmly believe in Qatar Airways' vision of the industry. I look forward to bringing my expertise to such a diverse and committed team," said Oudkerk.



**CHAPMAN FREEBORN**  
**Australia**

★ **Anthony Ciobanu** has joined Chapman Freeborn, the global air charter specialist, and part of Avia Solutions Group as Business Development Executive at their new office located in Perth, Western Australia. Ciobanu brings 15 years experience to Chapman Freeborn. He began his career with dnata Airport Services as Ramp Supervisor and Charters Coordinator. Soon after, he shifted to the aviation sector and recently he worked as FBO Manager for companies, including providing ground handling services for business jets and military aircraft.



**AIR TRANSPORT SERVICES GROUP**  
**USA**

★ **Jeffrey A. Dominick** has been elected to the Board of Directors by Air Transport Services Group (ATSG), Inc. He is a Managing Partner of Westport, AirWheel Investments L.P., a private equity fund that invests in the commercial aviation sector. He holds a Bachelor of Arts degree in Economics. Joe Hete, chairman of ATSG Board, said that Dominick will bring with him 15 years of valuable experience in the aviation industry, aircraft acquisition and freighter conversions to the Board, which will go a long way to serve the company.



**AMERICAN AIRLINES CARGO**  
**USA**

★ **Greg Schwendinger** has been appointed as the President at American Airlines Cargo. The announcement follows the departure of Jessica Tyler in May who moved to another leadership role within the airline. Schwendinger comes from a strong airline and business background. With more than 15 years of experience at American, he has held various roles leading teams across the airline. Most recently, Schwendinger led the Finance team at AccentCare, a health care services provider, during a period of transformation and growth.



**SWISS WORLDCARGO**  
**Zurich**

★ **Gieri Hinnen**, who is currently the head of labour relations and Human Resources Steering, Swiss WorldCargo, has decided to take on a new challenge within the company. Hinnen will become the head of international cargo sales on 1 February 2023. In his new capacity, Hinnen will be in charge of the commercial division's Swiss WorldCargo. Hinnen succeeds Alexander Arafa, who will be taking early retirement by the end of the current year after 28 years of working in various roles at Swissair, SWISS and Lufthansa Group.



**CMA CGM AIR CARGO**  
**France**

★ **Guillaume Lathelize** joined CMA CGM Air Cargo as the new chief executive officer of the cargo airline in place of Olivier Casanova, who was appointed in March 2021 as its first CEO. Lathelize's appointment to the new role is with immediate effect. He also served as the VP, global commercial, CMA CGM. He joined CMA CGM Group in March 2007 and has spent 15 years serving in multiple roles. Before CMA CGM, he spent 10 years with Bolloré Transport & Logistics. The firm was founded in 2021 and has a fleet of four Airbus A330-200Fs.





# AEROVISTA

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