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CARGO talk

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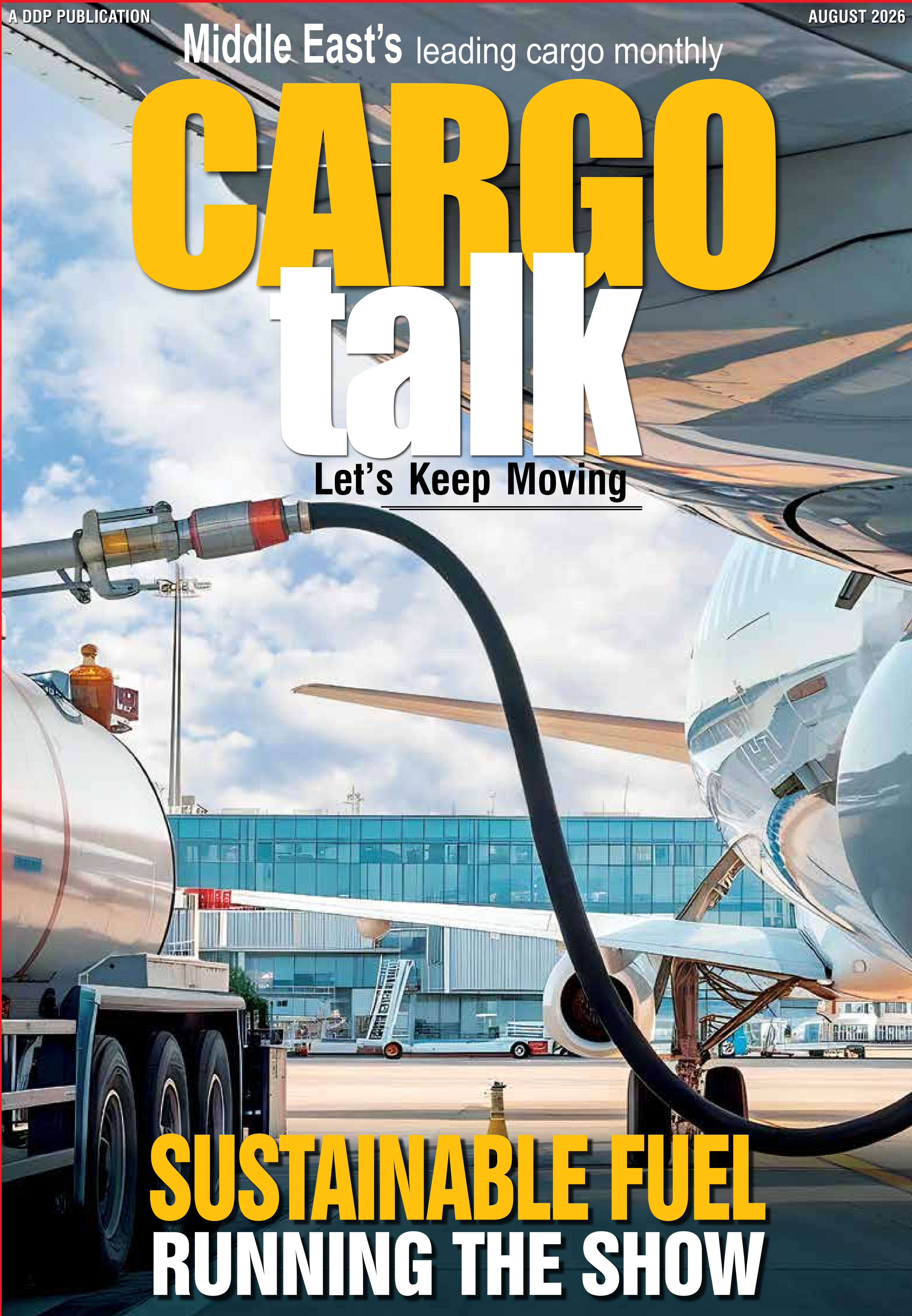
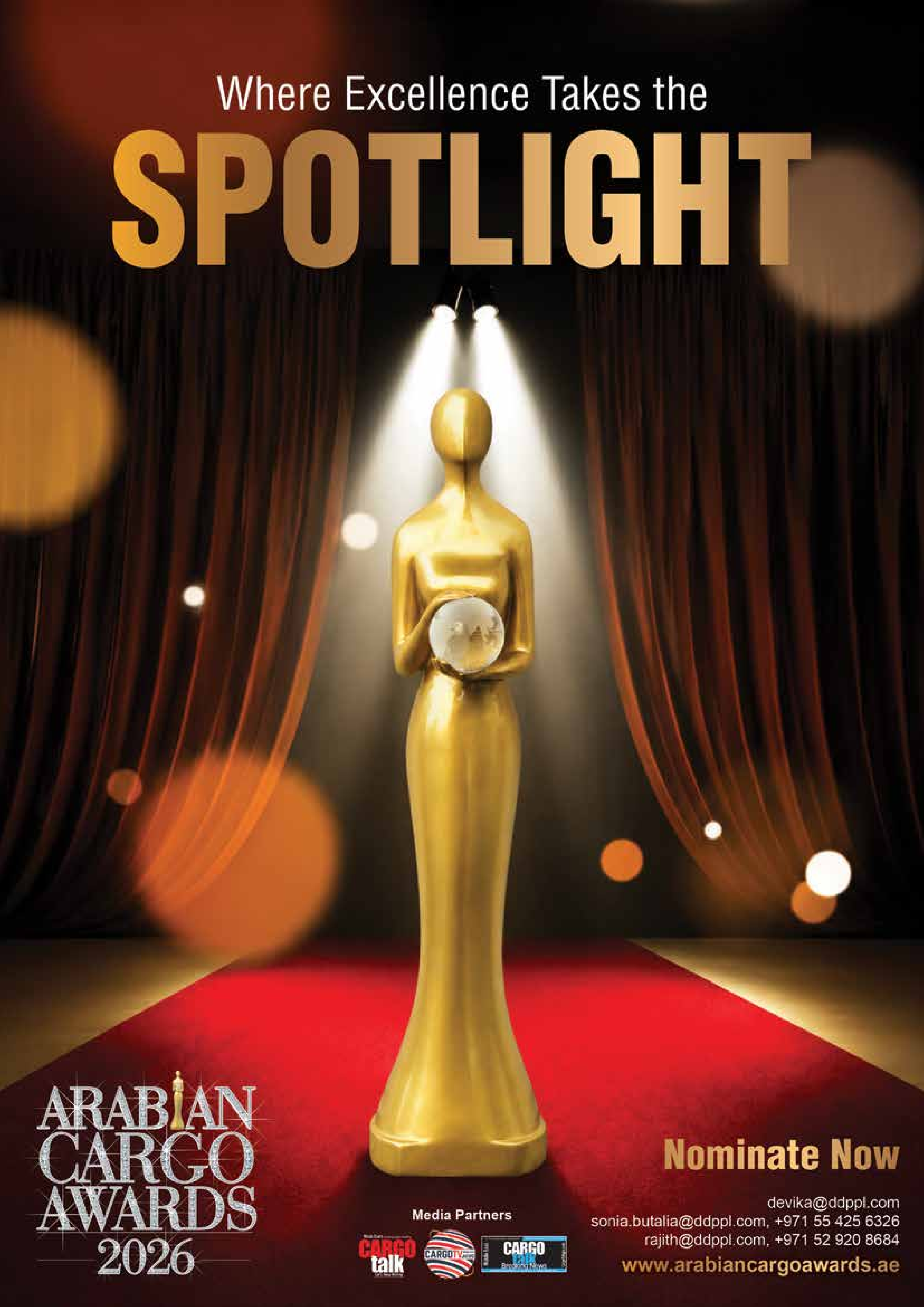


SUSTAINABLE FUEL RUNNING THE SHOW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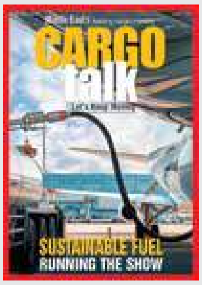


PUBLISHER
SanJeet: sanjeet@sanjeet.ae

EDITORIAL TEAM
Devika Jeet: devika@ddppl.com
Nisha Verma: nisha.verma@ddppl.com
Eva Young: eva.young@ddppl.com
Sonia Sali: sonia.sali@ddppl.com

SENIOR DESK EDITOR
VVN Murthi: vvn.murthi@ddppl.com

ADVERTISING TEAM
Sonia Butalia: sonia.butalia@ddppl.com
Rajith Fernando: rajith@ddppl.com
Mobile: +971529208684

MARKETING SERVICES
Jaspreet Kaur: jaspreet.kaur@ddppl.com

DESIGN
Subhash Chaudhary

GM (PRODUCTION)
Anil Kharbanda

PRODUCTION MANAGER
Ramesh Gupta

ADVERTISEMENT DESIGNER
Nitin Kumar, Aditya Pratap Singh,
Anil Khatri Chhetri

UAE: Z1-02, P.O. Box 9348, Saif Zone,
Sharjah, UAE, Ph: +971 6 5528954
Fax: +971 6 5528956
E-mail: talk@ddppl.com

CONTENTS AUGUST 2026

Can SAF power cargo's GREEN TRANSITION

Sustainable Aviation Fuel (SAF) reduces carbon emissions by up to 80% and acts as a 'drop-in' fuel for existing aircraft. But the fuel production remains constrained, accounting for only 0.8% of total aviation fuel consumption while price premiums remain up to three to five times the cost of conventional jet fuel. Despite airports and modern aircraft capable of supporting its usage, limited supply, high production costs, and government policies are slowing down the fuel's adoption.

CT Bureau

For the air cargo industry, SAF offers a way out to reduce emissions without affecting operational performance, speed, and reliability that global trade depends on. Existing cargo aircraft can operate with certified SAF blends, usually up to 50 per cent, without changes to aircraft or procedures. Major airports in the region have modern fuel infrastructure, including storage tanks and hydrant systems to support blended SAF.

The barriers to SAF's wider adoption are not aircrafts' capability, but the availability of fuel, cost, and supply reliability. SAF production remains limited, and the fuel is much more expensive than traditional jet fuel because of complex manufacturing processes and the lack of large-scale production.

Shippers in sectors, such as pharma, perishables, and other products, may accept a higher cost if the environmental benefits are measurable and transparent

The Middle East has the potential to become a global SAF hub due to its energy resources, investment capacity, and renewable energy opportunities. Several countries in Africa can benefit by developing new industries around the SAF production and improving energy security.

Demand for SAF is likely to grow as companies look for low-carbon supply chains. Shippers in sectors, such as pharmaceuticals, perishables, and other premium products, may accept a higher cost if environmental benefits are measurable and transparent. The transition to SAF will depend on increasing fuel production, reducing costs, and creating a reliable supply network. With the right investments and policies, SAF can become a practical pathway towards a more sustainable future for the air cargo industry.

SAF much more expensive than jet fuel


Glyn Hughes
Director-General
TIACA

Even though sustainable fuel is compatible with existing aircraft, there are factors that cause its price to be three times that of traditional jet fuel. SAF is much more expensive to refine than conventional jet kerosene. While jet fuel is dependent on the physical distillation and hydrotreating of crude oil, sustainable fuel requires chemical synthesis, molecular rebuilding, and blending to meet aviation needs. Economies of scale have not been reached, with SAF production less than one per cent of total fuel requirements.

> *"Economies of scale have not been reached with SAF production less than 1 per cent of total fuel needs."*

It is feasible for decarbonising emissions


Fitsum Abadi
Managing Director, Cargo
Kenya Airways

SAF is emerging as a viable pathway for decarbonising air cargo, offering lifecycle emission reductions by up to 80 per cent, while maintaining the speed and reliability essential to trade. Industry leaders view SAF as a commercial necessity, driven by demand for lower-carbon supply chains and evolving sustainability regulations. However, challenges remain, including limited supply, high production costs, need for supportive government policies, and long-term investment.

> *"Challenges like limited supply, high production costs, need for supportive policies and long-term investment remain."*

GCC must treat fuel as an industrial strategy


Captain Mark Lelievre
Crew Training Manager
SolitAir Holding

The GCC nations should treat SAF as an industrial strategy, not policy ambition. That means long-term offtake pacts to anchor demand, cross-border coordination to build a unified market, and channelling the region's solar capital into power-to-liquid infra and synthetic e-SAF production. The region can become a global SAF hub. What is missing is the commercial certainty that turns the fuel into a viable business decision. Modern airframes accept SAF blends of up to 50 per cent as a drop-in fuel, with no changes to aircraft or procedures.

> *"The region can become a global SAF hub. What is missing is the commercial certainty that turns the fuel into a business decision."*

Extensive availability will take time

Rohit Thakwani
CEO
Airglow Aviation

The readiness is still uneven. Hubs in the Middle East are better positioned because they have the fuel infrastructure, airline scale, and policy focus to move faster. Across much of Africa, the challenge is not only airport readiness but also consistent SAF supply, blending capability, pricing, and regulatory support.

> *"SAF cannot be sold only as a green concept. It must come with credible reporting and service reliability."*

Adoption will grow, but widespread availability will take time. On the ME trade lanes, shippers may accept a premium if the carbon benefit is measurable and commercial.

Deployment stilted by limited production

Liana Coyne
Director
Coyne Airways

Existing cargo aircraft can already use certified SAF blends (typically up to 50 per cent) because they mimic conventional jet fuel. However, moving SAF up to 100 per cent production SAF faces hurdles. Seals and materials require testing for leaks without traditional aromatics, and engines need long-term durability validation. There are issues around fuel standardisation, SAF availability, and higher costs. Deployment is constrained by limited SAF production, blending facilities, and the higher cost of SAF.

> *"Existing cargo aircraft can use certified SAF blends (typically up to 50 per cent) because they mimic conventional jet fuel."*

Industry must focus on operational efficiency

Zameer Marikkar
CCO
Fits Cargo

The impactful incentives would be long-term SAF mandates combined with government-backed price support mechanisms, such as tax credits, subsidies, and carbon contracts. The policies must encourage SAF production, reduce high costs, and create standards for SAF certification to speed up adoption by cargo operators. The industry must focus on operational efficiency, fleet modernisation, and collaboration across the supply chain. Increased use of data analytics can help manage production costs.

> *"The policies must back SAF production, reduce costs, and create standards for the adoption of SAF to speed up."*


DRT
PRODUCTO:
LOTE
CANTIDAD:
PESO:
DHL


Disaster
Response
Team

Relief logistics hinges on faster supply chains

Supply chains are lifelines as crises are unpredictable and timely response is critical. The sector relies on planning and collaboration between governments and logistics providers to get aid where it is needed. Seamless transportation and coordination between stakeholders become paramount in such times.

Sonia Sali

When emergencies strike, the ability to move aid quickly can determine how effectively communities recover. Every minute is critical, as a delay in delivering essential supplies can impact relief efforts and operations.

Logistics providers must quickly assess available routes, transport capacity, and infrastructure conditions to decide the best way to move aid during crises. A combination of air, road, and sea transport, along with alternative routes and real-time tracking systems helps keep supplies moving even when normal operations are disrupted.

Air cargo remains a key part of the early response phase as it allows the faster delivery of medical supplies, food, shelter materials, and emergency equipment to reach the affected regions. Once immediate needs are addressed, road and sea transport help move larger volumes of supplies for continued relief efforts.

The UAE has become a vital centre for humanitarian logistics due to its location, advanced airports, cargo facilities, and global connectivity. Major hubs, such as Dubai, Abu Dhabi, Doha, and Riyadh, are equipped to handle increases in emergency cargo and support relief operations across Asia, Africa, and other regions.

Experts highlight that successful disaster response requires cooperation between governments, airlines, airports, logistics providers, and humanitarian organisations. Faster customs processes, better digital systems, stronger cold chain networks, and improved emergency planning can strengthen the region's ability to respond to future crises. With continued investment, the Middle Eastern logistics hubs are likely to play a greater role in delivering timely assistance during international emergencies.

Flexible networks fortify disaster response

Mayyada Ansari
Global Head, GoHelp, DHL Group Disaster Preparedness and Response Programme

In a volatile and fast-changing situation, logistics providers assess available transport corridors, infra, and capacity. The right balance depends on what remains operational at any given time. Flexibility is the key, combining air, road, and sea networks, alternative gateways, and real-time visibility to keep shipments moving. Recent relief operations by the firm in Venezuela have reinforced that they depend on preparation, partnerships, and coordinated action.

> *"In a volatile and fast-changing situation, logistics providers assess transport corridors, infra, and capacity."*

Collaboration drives faster relief operations

Razmal Assen
Executive Director Scanwell Logistics LLC

During capacity constraints, humanitarian and emergency shipments are prioritised through emergency response protocols, government directives, relief cargo allocations, and coordination with airlines and airport authorities. Priority booking systems expedite customs clearance and real-time visibility helps ensure supplies reach affected areas quickly. Collaboration is a must during relief missions. Communication enables faster customs processing, efficient handling, and optimised capacity utilisation.

> *"Collaboration is a must during relief missions. Communication enables faster customs processing and efficient handling."*

Middle East hubs deliver aid within hours

Jessica Panigari
Founder & CEO GOODS2LOAD

Emergency response demands seamless alignment across regulators, airports, and private providers during crises. Pre-qualified networks, pre-agreed protocols, and real-time digital matching are essential. The Middle East sits at the crossroads of three continents, with world-class cargo infrastructure and the capability to reach disaster zones within hours. Major hubs like Dubai offer unmatched connectivity, bonded warehousing, and 24x7 operations.

> *"Major hubs like Dubai offer unmatched connectivity, bonded warehousing, and round-the-clock operations."*

Relief shipments move first when crises strike

Abdul Shukoor
Air Freight Manager BGL Cargo

The UAE has become a global logistics hub with excellent connectivity and modern cargo facilities. Local partnerships, real-time communication, and operational flexibility allow to respond, while keeping critical humanitarian and medical shipments moving. Investment in digital systems, cold chain capacity, collaboration, and emergency response planning will make the region even more resilient during future crises. When emergencies occur at the same time, the priority is to move cargo that will have immediate impact.

> *"Cold chain capacity, customs collaboration, and emergency planning will make the region even more resilient."*

Air cargo delivers when every minute matters

Rizwan Kareem
Director, Air Freight Ops ATS World

Air cargo is crucial in disaster response due to its unmatched speed and ability to bypass damaged infrastructure. Its quickness ensures deployment of critical aid reaching isolated or conflict-affected regions within hours, when every minute counts. Dubai Humanitarian sends relief supplies from UN agencies, enabling rapid deployment. WHO logistics centre in Dubai and ICRC's regional centre in Jordan strengthen coordination.

> *"WHO's global health emergencies logistics hub in Dubai and ICRC's regional centre in Jordan strengthen coordination."*

Govt coordination speeds disaster relief

Hubs such as Dubai, Abu Dhabi, Doha, and Riyadh are positioned to handle sudden spikes in emergency cargo. Airport infrastructure, good connectivity, and experienced operators allow them to scale quickly. Partnerships with airlines, government entities, and relief organisations help speed up response times. When multiple crises occur at once, shipments are prioritised based on urgency and impact, especially life-saving supplies. Coordination between governments and global agencies is the key.

Jo Ann Ignacio
Commercial Manager
KS Global Logistics

> *"When many crises occur, shipments are prioritised based on urgency, especially life-saving supplies."*

Partnerships enhance response time, resilience

The Middle East's air cargo gateways have become vital logistics hubs, linking manufacturers, humanitarian organisations, and disaster-affected regions. Their location at the crossroads of Europe, Asia, and Africa, combined with freighter networks enables deployment of relief when every hour counts. Investments in digitalisation, multimodal connectivity, and specialised handling capabilities have transformed the region into an emergency logistics hub.

Arif Sherief
Airfreight Manager
Compass Logistics International Group

> *"Digitalisation, multimodal connectivity, and specialised handling have turned the region into an emergency hub."*

Relief missions shift from air to surface transport

Air cargo is unmatched for speed in the first 72 hours when a crisis strikes, moving humanitarian relief supplies and shelter kits that need to be delivered immediately. As the crisis stabilises, sea and road freight take over for bulk and cost-efficient replenishment. The right mode is not fixed; it shifts from air-first to road-and-sea model as the urgency eases. Major hubs, such as Dubai and Nairobi, sit at the intersection of speed and reach — linking the Middle East, Asia, and Africa markets through established freight corridors.

Aaron Smith
Director
ACI Logistics

> *"Air cargo is unmatched for speed as medical supplies, shelter kits, and personnel need to move immediately."*

Multilingual support on Etihad Cargo portal

Etihad Cargo has expanded its digital platform with new language options and improved shipment management tools. In logistics, moving goods is important, but making the process simple, quick, and easy for customers has become just as important. This is where digital innovation plays a key role.

CT Bureau

Etihad Cargo's website is now available in five more languages — Japanese, German, Spanish, Chinese, and Arabic — thus allowing customers in different regions to access booking and shipment information in their preferred language. This shift is aimed at making cargo operations less dependent on manual coordination and more accessible through self-service tools.

DIGITAL TOOLS

Alongside the language expansion, Etihad Cargo has upgraded its online customer portal with features designed to give users control over shipments. These include the ability to choose preferred flight departure windows during booking, view clearer shipment sub-statuses, and track progress with detailed updates. The portal now displays local time stamps across cargo milestones, which helps cut confusion when it moves across multiple time zones.

Stanislas Brun
Chief Cargo Officer
Etihad Airways

"Expanding our website to include more languages is an important step in that journey, helping us create an accessible and seamless experience for customers and partners across our global network," said Stanislas Brun, Chief Cargo Officer, Etihad Airways.

Another key change is the expansion of self-service booking management. Customers can now modify or update bookings directly through the system, including those made on instant offers and spot rates. This reduces the need for back-and-forth communication with support teams and is likely to speed up routine changes.

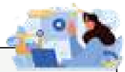
> *The upgrades are part of a digital push by Etihad Airways and its cargo division to improve cargo visibility*

The upgrades are part of a digital push by Etihad Airways and its cargo division, which has been investing in tools, such as the SmartTrack solution to improve shipment visibility across the supply chain. The changes come at a time when operators are under pressure to improve efficiency as trade flows become more complex. Industry players are adopting digital platforms that combine booking, tracking, and communication in a single interface, reducing reliance on fragmented systems.

EXCELLENCE HUB

Etihad Cargo has launched an 'Excellence Hub' — a digital training platform for employees, partners, and cargo professionals.

Digital upgrade



- Website now available in five new languages
- Easier access to booking and shipment info globally
- More self-service options, less manual coordination
- Better tracking with clearer shipment updates
- Local time stamps reduce cross-time-zone confusion

Excellence hub

- New digital platform for cargo sector
- Courses on operations, safety, and compliance
- Masterclasses, podcasts learning paths
- Certificates awarded after course completion
- AI-based personalised learning feedback

Sofia becomes SolitAir's launchpad into Europe

SolitAir has launched its first flight to Sofia in Bulgaria, marking its entry into the EU cargo market. The new service connects Dubai World Central in the UAE with Vasil Levski Sofia Airport. This is the airline's first destination in Europe and a shift beyond its earlier network across Asia, Africa, and the Middle East.

CT Bureau

The launch follows regulatory approval under the ACC3 security programme, which is required for non-EU carriers to operate cargo flights into Europe. This approval allows SolitAir to move goods directly into EU airports under standard security rules, avoiding extra handling steps that can slow down shipments.

"Sofia is a new dot on the map — it is the first European link in our network. We have built city by city across some of the world's most commercially vital, yet underserved trade routes. Our ACC3 certification was never just a regulatory milestone; it was the key that would let us connect the markets we already serve to Europe," said Hamdi Osman, Founder & CEO, SolitAir.

Hamdi Osman
Founder & CEO
SolitAir

Sofia was chosen as the entry point into Europe. It sits between Central, Eastern, and South-Eastern Europe

Sofia has been chosen as the entry point into Europe, owing to its location. The city sits between Central, Eastern, and South-Eastern Europe and is linked by road and rail networks into the wider EU market. Besides, it is also seeing rising demand for air cargo connected to diverse sectors such as e-commerce, pharmaceuticals, automotive parts, and perishables.

For the logistics sector, the main change is connectivity. The new route links European exporters and importers directly with SolitAir's existing customers across the Middle East, Africa, the Indian subcontinent, and parts of Asia. This reduces the need for cargo to pass through multiple transit hubs in Europe before reaching these regions.

QUICK FACTS

- Route: Dubai World Central to Vasil Levski Sofia Airport
- SolitAir marks first Europe entry
- Enabled by ACC3 EU cargo security approval
- Links EU directly with the MEAA region network
- Cargo includes pharma, e-commerce, automotive, perishables

Currently, SolitAir operates a network of 50 routes across 30 nations. Since starting operations in late 2024, it has expanded, especially in Africa where it runs a multi-city network.

The airline uses Boeing 737-800Fs for short and medium-haul cargo. These aircraft are used to transport time-sensitive shipments, such as pharma, DGs, high-value items, and temperature-controlled products.

The Sofia route reflects a trend in air cargo, where new carriers are building connections between emerging trade corridors instead of relying on European hub airports.

Emirates SkyCargo scales up Asia freighter network

East and Southeast Asia have become vital zones for global trade, with factories, exporters, and supply chains developing rapidly. As demand for reliable shipping grows, operators are recalibrating operations to keep goods moving between Asia and the world. In this regard, Emirates SkyCargo has expanded its freighter network.

CT Bureau

The expansion aims to support faster movement of goods between Asian manufacturing hubs and major markets in the Middle East, Europe, Africa, and the Americas. It handled 439,000 tonnes of cargo from 12 markets in FY2025–26, which is about 5 per cent higher than the previous year.

"East and Southeast Asia are significant manufacturing zones for the global economy, making major contributions in the production of high-tech goods, the export of perishables, as well as being an important origin for global e-commerce flows. By deploying more freighters and by expanding our freighter footprint in response to customer demand, we are providing rapid connectivity that ensures exporters can get their cargo quickly and safely to their end customers across the world," said Badr Abbas, Divisional Senior Vice President, Emirates SkyCargo.

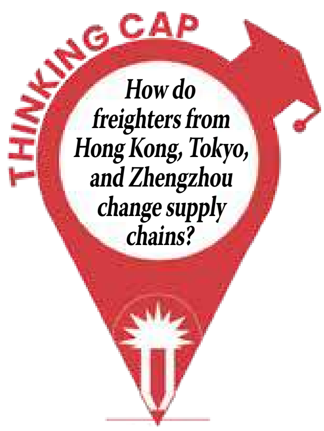
Badr Abbas
Divisional Senior Vice President
Emirates SkyCargo

This expansion reflects steady demand from sectors such as e-commerce, pharma, and perishables

The network changes include higher freighter frequencies to several cities. Tokyo Narita will see weekly freighter flights increase from one to two. Hong Kong will operate 37 weekly freighter services. Zhengzhou in central China will have three weekly flights, improving links between Henan province and Dubai. Singapore services are restarting with one weekly flight routed via Mumbai. Taipei will increase to two weekly freighter flights. Bangkok will remain with one weekly flight, while Hanoi continues with four weekly services.

This expansion reflects steady demand from sectors, such as electronics, e-commerce, pharmaceuticals, and perishables across East and Southeast Asia. These products often require quick and reliable transport due to short shelf life or high value. More flight options are likely to help exporters manage timing and reduce delays, especially for shipments moving through Dubai as a transit hub for global distribution. Besides, the airline uses belly capacity of pax aircraft, offering more than 320 flights per week across the region, which adds extra space for cargo.

Alongside freighter operations, the company offers handling options for different types of shipments, including temperature-sensitive medicines, fresh produce, and secure transport for high-value electronics. These services are used depending on cargo type and shipping needs across markets.



Turkish Cargo launches TK AUTO for automotive logistics

At a time when supply chains are becoming faster and more sensitive, Turkish Cargo has introduced TK AUTO, a new product designed to improve the air transportation of automotive parts and vehicles. The initiative is likely to support the growth of auto trade flows across the Middle East and other global routes.

CT Bureau

Split into two segments, the service includes TK AUTO PART and TK AUTO FINISHED. TK AUTO PART focuses on automotive components, such as engines, braking systems, airbags, transmission parts, and EV equipment. These parts are often critical for manufacturing lines, where even short delays can disrupt production. The service gives shipments priority handling compared to general cargo, helping manufacturers reduce the risk of downtime caused by missing components.

The TK AUTO FINISHED is aimed at complete vehicles and covers passenger cars, EVs, prototypes, luxury models, and specialty vehicles, including motorcycles and watercraft. This particular segment focuses on reducing handling risks during transport, especially for high-value or sensitive vehicles that require careful loading and unloading procedures.

Ali Türk
Chief Cargo Officer
Turkish Airlines

Air cargo is keeping production lines moving and supporting the flow of EVs, high-value models

"In automotive logistics, the demand for need-specific solutions is as vital as speed. Therefore, in developing TK AUTO, we aimed to provide end-to-end structures capable of meeting the diverse operational requirements of the automotive industry. In this way, we can manage sensitive processes ranging from time-critical spare parts transportation that supports production continuity to high-value vehicle operations," said Ali Türk, Chief Cargo Officer, Turkish Airlines.

A key element of the product is structured handling at every stage of transport. Before shipment, specific loading plans are prepared based on the type of vehicle. Certified loadmasters oversee the loading and securing process, ensuring that the vehicles are safely managed from origin to destination. This is important for prototypes and premium vehicles, where even minor damage or delay can have cost and operational impact.

For high-value vehicles, safeguards are used at Turkish Cargo's Istanbul hub. These include secure storage areas and documented handling steps to improve visibility and control throughout the transport process.

Digital tools support the service. Automotive spare parts can be booked through online platforms, while finished vehicle shipments are planned to use pre-booking systems that help improve coordination between shippers and logistics teams.

The introduction of TK AUTO is a shift in the industry, where supply chains are global and dependent on time-critical deliveries. Air cargo is playing a crucial role in keeping production lines moving and supporting the movement of electric vehicles (EVs), prototypes, and high-value models across markets.

AT A GLANCE

- Two segments: Parts and finished vehicles
- Priority air transport for critical auto components
- Special handling for EVs, prototypes, and luxury cars
- Structured systems improve speed and control
- Aims to strengthen reliability in the global automotive supply chains

Kenya Airways fortifies Gulf cargo links to boost trade

Kenya's air cargo sector is changing as global trade routes shift, demand patterns evolve, and major logistics hubs grow in the Middle East. Fitsum Abadi, MD, Cargo, Kenya Airways, talks about how their strategy is being shaped by these changes and stronger links with key international hubs.

Sonia Sali

Which markets are strongest for Kenya's cargo exports and imports?

Kenya's air cargo industry is anchored by a diversified mix of regional and global markets. On the export side, Europe remains the largest destination, particularly for flowers, fruits, vegetables, coffee, and tea. The USA continues to be a vital premium market, while the UAE has emerged as a growth destination and trading partner. Regionally, East and Central Africa are

Fitsum Abadi
Managing Director, Cargo
Kenya Airways

critical for manufactured goods and redistribution cargo. On the import side, China, India, the UAE, Europe, and North America are major sources of pharma, electronics, machinery, and industrial inputs. This trade portfolio strengthens Kenya's position as Africa's leading cargo gateway.

How vital is the UAE and the wider Gulf region to Kenya's cargo strategy?

The UAE and the broader Middle East are central to Kenya's cargo growth strategy. The region serves as a high-value consumer market and a global logistics gateway connecting Africa with Asia, Europe, and North America. Demand for Kenyan perishable products, including flowers, fruits, vegetables, seafood, and livestock products, continues to

The region serves as a global logistics gateway linking Africa with Asia, Europe, and North America

grow across the Middle East. Beyond trade, Dubai, Abu Dhabi, and Sharjah airports provide critical cargo connectivity and transshipment capabilities. As the air cargo volumes expand, Kenya views the region as a destination market and a strategic partner for investment,

trade facilitation, and supply chain integration.

How is Kenya using cargo hubs like Dubai and Abu Dhabi to expand global trade?

Kenya is leveraging these hubs as global distribution platforms that link African exports to around 200 global destinations. Through growing airline partnerships, increased freighter capacity, and dedicated cargo services, Kenyan products reach Europe, Asia, North America, and the Middle East efficiently. Dubai, Abu Dhabi, and Sharjah offer world-class infrastructure, advanced cold chain facilities, and onward links, mainly for time-sensitive products. These hubs support sea-air and multimodal logistics solutions, boosting speed-to-market for exporters. By linking Nairobi's location with the ME, Kenya is fortifying its role as Africa's preferred gateway.

How does Kenya compete with other African hubs in logistics?

Kenya competes through its unmatched perishables ecosystem, geographic location, strong horticultural export base, award-winning cargo infrastructure at Jomo Kenyatta International Airport, and expanding freighter network. While competitors may offer larger cargo volumes, Kenya's strength lies in perishables handling, regional connectivity, and its position as East Africa's leading trade and logistics gateway.

Kenya's focus on food security partnerships with the ME is creating new opportunities for agri exports

Which Kenyan products are witnessing strongest demand in GCC nations and the Middle East?

Demand in the GCC comes from Kenya's high-quality perishables. Fresh flowers remain a flagship export, supported by demand for fresh fruits, vegetables, herbs, avocados, seafood, livestock products, coffee, and special farm produce. Consumers value premium, traceable, and sustainably sourced products — areas where Kenya has built a strong international reputation. The region's expanding hospitality, retail, and food-service sectors continue to drive demand for fresh imports. Kenya's focus on food security partnerships with the Gulf nations is creating new lucrative opportunities for agri exports and long-term supply pacts.

What are your plans for the Middle East market over the next three to five years?

Over the next three to five years, we plan to grow capacity, expand freighter operations, fortify partnerships across the ME, develop dedicated perishables and, e-commerce solutions, and deepen connectivity through major hubs such as Dubai and Sharjah. Our objective is to position Kenya as the preferred Africa–Middle East cargo bridge.

AT A GLANCE

- Europe leads Kenya's exports
- China, India, UAE top importers
- Dubai boosts global connectivity
- Perishables drive Kenya's edge
- GCC demand led by flowers and food
- More freighters and stronger ME ties

New freighters to push Uganda Airlines' expansion

Uganda Airlines ordered two Boeing 767 and 737 converted freighters to strengthen cargo operations and expand presence in international markets. Rohit Thakwani, CEO, Airglow Aviation — GSA of Uganda Airlines — speaks about the airline's cargo ambitions and the UAE's role in supporting new freighter operations.

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Did Uganda Airlines order the freighters as an indication of its ambitions?

It signals that Uganda Airlines sees cargo as a core growth pillar, not just to earn belly-hold revenue on passenger flights. Uganda has the export base, the geography, and the regional network to play a bigger role in African air cargo. The dedicated freighter capacity gives the airline control over uplift, scheduling, and market development. It builds confidence among exporters and forwarders, who are no longer dependent on pax aircraft capacity alone. This is a step towards

Rohit Thakwani
CEO
Airglow Aviation

positioning Entebbe, a town in central Uganda, as an air cargo gateway.

How will Airglow Aviation support new freighter operations as GSA?

The company's job is to convert capacity into consistent revenue. Freighters don't succeed on occasional shipments; they need support from forwarders, exporters, importers, and cargo agents. Airglow Aviation will build the right customer base, create market awareness,

It reflects a long-term strategy to build cargo into a proper business line and support Uganda's wider trade ambitions

identify cargo flows in both directions, and position the airline as a reliable cargo option between the Middle East, Uganda, and the African network.

Was the decision driven by rising demand, or by a long-term national air cargo strategy?

Both. More to the point, Uganda Airlines is thinking ahead. Demand is already there. We are witnessing cargo flows into Uganda, alongside growing export potential from the country and the region. But ordering freighters is not a short-term call. It reflects a long-term strategy to build cargo into a proper business line and support Uganda's wider trade and logistics ambitions.

How important are the UAE and Middle East markets in deploying these freighters?

Extremely important. We already see demand coming from Uganda, with flights often running full on the air cargo side. But the opportunity extends well beyond Uganda alone. A good share of cargo landing at Entebbe can connect onward to other East, Central and West African destinations on Uganda Airlines' network. More freighter capacity means the aircraft can accept larger shipments, support project cargo, serve regular forwarder allocations,

and build genuine two-way trade between Uganda and the Middle East. This offers commercial flexibility that passenger belly-hold space simply cannot match.

Q Do you see cargo links between Uganda and Dubai, Abu Dhabi, and Sharjah?

Absolutely. Dubai, Abu Dhabi and Sharjah are not just large cargo markets; they are major consolidation and redistribution points. Cargo and demand from these ME hubs move into Uganda and connect further into the region through Uganda Airlines' network, while Ugandan and regional exports move back into the Middle East and beyond. Dedicated freighters let the airlines build dependable trade lanes instead of handling cargo only when space allows. Over time, this can help Entebbe grow into a stronger regional transit point for cargo moving between the Middle East and East and Central Africa.

> *This can help Entebbe grow into a regional transit point for cargo moving between the ME and Central Africa*

Q Which East African cargo segments have the strongest growth potential in the GCC?

Perishables have the strongest potential; fresh fruit, vegetables, fish, flowers, and other temperature-sensitive products, provided the cold chain is reliable and transit times stay consistent. Coffee is another key product, especially with rising demand for premium African coffee.

We see potential in pharmaceuticals, medical supplies, e-commerce, spare parts, machinery, and project cargo moving into Uganda and the surrounding region. The opportunity is not one-way export cargo. It is building balanced cargo flows between the GCC, Uganda, and the wider African network.

TAKEAWAYS

- Two Boeing pax converted freighters (767BCF & 737BCF) ordered
- Cargo now a core growth pillar for Uganda Airlines
- Entebbe positioned as an emerging regional cargo hub
- UAE a strategic gateway for East Africa–GCC trade
- Focus on two-way cargo flows, not just exports
- High-growth cargo: Perishables, coffee, pharma, e-commerce, and project cargo

DHL's new point & shoot AI tool to supercharge processing

DHL Express has introduced an AI-based system that can identify shipping items from photographs and automatically create customs descriptions. The tool is now live for customers in the UAE and is part of the company's effort to reduce manual paperwork in cross-border shipping.

CT Bureau

The feature is built into DHL Express's online shipping platform. Users take a photograph of the product using a smartphone or computer camera. The system uses computer vision to recognise the object and generate a structured description that meets customs requirements. The user can review, edit, or replace the suggested text before submitting the shipment.

In the UAE, the tool is likely to make shipping easier for small businesses and individuals who may not be familiar with customs terminology. Incorrect or unclear descriptions are a common cause of delay in international shipments. By automating this step, the system aims to reduce errors and speed up clearance processes.

Mahmoud Haj Hussein
Managing Director
DHL Express UAE

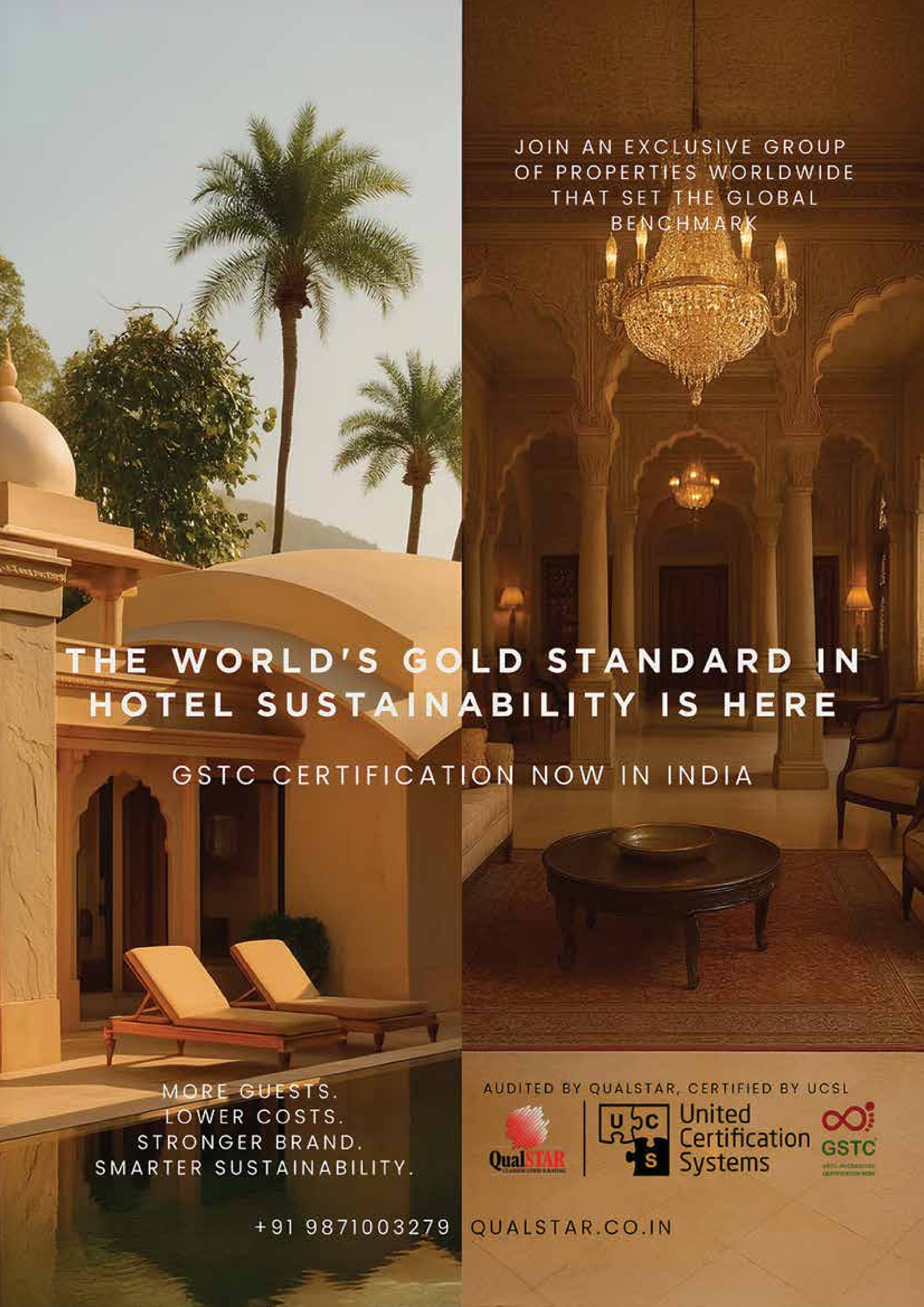
> *When it comes to logistics, accurate product descriptions are vital for customs checks and trade compliance*

"Computer vision is live for customers in some initial markets, with the UAE among the first to offer this feature. This will have an impact, as accurate item classification at the point of data entry means cleaner data across the shipment lifecycle," said Mahmoud Haj Hussein, Managing Director, DHL Express UAE.

When it comes to logistics, accurate item descriptions are important for customs checks and trade compliance. Manual entry often leads to inconsistent data, which can slow down processing at the borders. The introduction of AI tools reflects a wider industry move towards automation, where data is captured earlier in the shipping process to improve efficiency and reduce delays.

The system is being rolled out in phases this year and does not require a DHL account, allowing broader access through the web tool. It is already available in international markets alongside the UAE. Accurate descriptions at the booking stage can reduce the need for manual inspection and help authorities process higher volumes of parcels. For SMEs, this reduces administrative burden and allows faster cross-border trade.

The trend points towards use of AI in logistics, where image recognition and automation are used to remove data entry tasks across the supply chain networks in the coming years. The tool is also available in Germany, Canada, Singapore, Hong Kong, Spain, the Netherlands, and South Africa.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Aramex banks on AI to transform last-mile delivery

Evolving customer expectations, digitalisation, and shifting trade patterns are reshaping the region's e-commerce and last-mile logistics landscape. Alaa Saoudi, COO, Aramex Express, shares insights on AI-powered delivery, Asia–GCC trade growth, and the UAE's evolving role as a logistics hub.

Sonia Sali

How have speed and visibility expectations changed last-mile operations?

Customer expectations have fundamentally evolved. Speed is only one part of the equation. Consumers expect accurate delivery windows, real-time visibility, flexible delivery options, and seamless returns. In response, we have redesigned our last-mile operations around technology, data, and customer convenience. We leverage AI-powered route optimisation, dynamic dispatching, predictive demand forecasting, and real-time tracking to improve efficiency and service quality. We have also positioned fulfilment facilities using demand and geographic data to support faster deliveries. In addition, our Customer-Initiated Returns solution enables e-commerce businesses to simplify returns through direct integration with their online platforms. Ultimately, success today is measured by reliability, transparency, and a consistently excellent customer experience.

Which GCC cross-border e-commerce routes are growing fastest?

The strongest growth continues to come from Asia into the GCC, particularly from China, driven by cross-border marketplaces and direct-to-consumer brands. We are also seeing increasing volumes from Europe and the USA as consumers seek greater product variety and faster delivery options. Within the region, GCC-to-GCC trade is becoming increasingly important as e-commerce businesses position inventory closer to customers to reduce delivery times. Looking ahead, one of the most significant opportunities lies in connecting Asia with the Middle East and Africa through regional logistics hubs. Providers that can combine efficient customs processes with reliable last-mile execution will be best positioned to support this growth.

Alaa Saoudi
Chief Operating Officer
Aramex Express

> *AI-driven route optimisation, dispatching, demand forecasting, and real-time tracking improve efficiency*

What are the biggest challenges in cross-border e-commerce today?

The main challenge is managing complexity across multiple markets. Customs procedures, varying regulatory requirements, evolving tariff policies, and inconsistent data standards can all create delays. Success depends on the digital customs integration, accurate shipment data, and strong local expertise in order to ensure compliance and predictable transit times.

How crucial is ME for e-commerce links between Asia, Europe, and Africa?

The Middle East is uniquely positioned as a global logistics bridge connecting Asia, Europe, and

Africa. Its strategic location, world-class infrastructure, and extensive trade connectivity make it a critical hub for fulfilment and redistribution. As supply chains evolve, the region will play an increasingly important role in facilitating cross-border e-commerce growth.

Q What will drive the next phase of e-commerce growth in the Middle East?

The next phase of growth will come from underserved markets beyond major GCC cities, supported by improving logistics infrastructure and digital payment adoption. We also expect strong momentum from SMEs selling online, social commerce, B2B e-commerce, and specialised fulfilment solutions designed to meet evolving customer expectations.

Q Will e-commerce continue to drive logistics growth, or will other sectors take the lead?

E-commerce will remain a key growth driver, but logistics demand is becoming increasingly diversified. High-value retail, healthcare, industrial supply chains, and B2B fulfilment are growing rapidly. The future belongs to logistics providers that can build agile, scalable networks capable of serving multiple industries efficiently.

Q What role will the UAE play in the future of regional fulfilment and distribution?

The UAE will continue to strengthen its position as the region's leading fulfilment and distribution gateway. Its advanced infrastructure, connectivity, and business-friendly environment enable companies to efficiently serve markets across the GCC, Middle East, and Africa. The next phase will be driven by AI-enabled fulfilment, value-added logistics, and smarter inventory management.

IN FOCUS

- AI transforming last-mile delivery
- China–GCC driving cross-border growth
- SMEs and social commerce to fuel growth
- Logistics demand expanding beyond e-commerce
- UAE strengthening fulfilment leadership
- AI-enabled fulfilment shaping the future

‘Trade corridors fuel Middle East cargo expansion’

In an exclusive interview with **CARGOTALK**, Martin Bremen, Managing Director, DIMOS, discusses the evolving Middle East cargo landscape, highlighting growth across key trade corridors, shifting demand patterns, infrastructure expansion, and the region’s strengthening role in global logistics and supply chain connectivity.

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After a period of shifting challenges and a wave of unprecedented events, the Middle East has strengthened its position as a global logistics bridge by leveraging its location between Asia, Europe, and Africa. Continued investment in world-class airports, advanced cargo infrastructure, and operational efficiency has enabled regional hubs to absorb growing cargo volumes while maintaining high service reliability, said Martin.

He added that there is new growth across the Middle East region, supported by expanding trade with Asia, Africa and the Indian subcontinent. E-commerce continues to generate substantial air cargo demand, while pharmaceutical shipments, perishables, and high-value industrial goods remain key growth drivers.

Martin Bremen
Managing Director
DIMOS FZCO

NEW MARKETS

African markets are becoming increasingly important as investment and trade connections with the Middle East deepen. At the same time, government-backed diversification programmes across the GCC countries are stimulating manufacturing, logistics and export activities, creating additional cargo flows beyond traditional oil and gas sectors, he added.

Emerging trade corridors between the Middle East, Africa, and Asia are opening significant opportunities for air cargo operators as well as logistics technology providers. As trade volumes expand, efficient cargo handling systems, automation, and reliable maintenance services become increasingly important to support higher throughput and maintain operational performance.

Growth is increasingly being driven by a combination of e-commerce, pharmaceuticals, and high-value industrial goods. These sectors demand speed, reliability, and traceability, encouraging continued investment in automated cargo handling, digital monitoring, and temperature-controlled logistics infrastructure.

Emerging trade corridors between the Middle East, Africa, and Asia are opening opportunities

At the same time, while major hubs such as Dubai, Doha, and Abu Dhabi continue to dominate regional cargo handling, the overall network is becoming increasingly diversified. Investments in secondary airports and specialised logistics facilities are allowing cargo operators to develop more flexible routing strategies and reduce dependency on a limited number of gateways.

Martin said that this diversification improves resilience, shortens transit times for regional markets and provides greater capacity to accommodate future growth. It also enables cargo operators to better serve specialised cargo segments with dedicated infrastructure and customised handling capabilities.

NETWORK SHIFT

To keep up with the rising volume of shipments, companies are investing heavily in automation, digitalisation, and predictive maintenance to maximise asset availability and throughput. Use of AI, data analytics, and warehouse automation allows operators to optimise capacity, improve visibility and respond quickly to fluctuating volumes.

The UAE's long-term strategy in aviation and logistics will strengthen its role as the region's primary logistics gateway. Continued expansion of airport capacity, smart logistics infrastructure, and multimodal connectivity will attract additional global trade, encourage investment, and support sustainable cargo growth across the wider Middle East.

Maintaining competitiveness will require investment in infra, automation and workforce development, while ensuring flexibility. Diversified trade partnerships, advanced digital technologies, and resilient strategies will enable the ME cargo hubs to adapt to changing supply chains and customer needs.

BRIEF OUTLOOK

- E-commerce, pharma, and perishables drive demand
- Africa emerges as a key growth market
- Trade corridors between the Middle East, Africa, and Asia expand opportunities
- Cargo networks becoming more diversified beyond major hubs

NAFL fosters stronger industry partnerships

As the sector adapts to shifting trends, forwarders, logistics agents, and government bodies are exploring alternatives to fortify the sector. The National Association of Freight and Logistics (NAFL) event brought together members, officials, industry experts, and stakeholders for networking and collaboration.











GOODS2LOAD, aradus automate freight procurement

As businesses continue to look for faster and more efficient ways to manage trade and logistics, digital platforms are working to reduce friction in the freight booking process. GOODS2LOAD and aradus are linking industry stakeholders, including wholesalers and retailers, through an integrated digital workflow.

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The partnership combines aradus trade automation capabilities with GOODS2LOAD's freight matching platform. The integration allows requests generated on the aradus platform to be connected directly to verified freight providers through the GOODS2LOAD API, which instantly generates a ranked list of best-fit verified freight providers and surfaces the results within their existing workflow.

Jessica Panigari
Founder & CEO
GOODS2LOAD

More data partners are likely to join the ecosystem, making the platform valuable for logistics providers

The partnership was created to bridge buyers and verified logistics providers at the moment when purchase intent is identified. An expanding ecosystem of data partners is central to making these connections more predictive, with aradus becoming the first integration. aradus provides real-time wholesaler and retailer demand signals, while GOODS2LOAD sits between buyers and logistics providers, using that data to generate instant and accurate matches. More data partners are likely to join the ecosystem, making the platform valuable for the logistics providers.

Panigari said that GOODS2LOAD links forwarders directly with a live stream of automated shipping demand from importers that are ready to book shipments. For importers, wholesalers, distributors, and retailers using the aradus platform, the process is designed to remain within their existing workflow. Instead of searching separately for logistics providers, shipment needs identified by aradus are sent directly into the GOODS2LOAD API.

The API then generates a ranked list of verified freight providers based on factors, including trade route, cargo type and shipment urgency. The results are displayed within the existing platform, removing the need for users to switch platforms or manually search for freight services.

The integration enables buyers to connect immediately with logistics providers that best match their shipment requirements while providing transparency throughout the process. The approach eliminates cold calls and opaque spot rates, helping businesses make faster decisions, lower procurement costs and reduce friction in freight procurement.

Besides, the integration is also expected to change how freight forwarders acquire new business. The approach shifts from low-intent marketing to demand generation based on live shipment requirements.

Freight forwarders appear on the platform when businesses actively require logistics services, with buyers arriving directly from partner platforms such as aradus, carrying a current shipping requirement.

This allows forwarders to engage with pre-qualified businesses that are actively looking to move cargo. The result is a lower cost per lead, shorter sales cycles and a sales pipeline based on real buyer intent rather than advertising spend.

(L-R) Karam El Assaad, Co-founder, aradus, Jessica Panigari, Founder & CEO GOODS2LOAD and Omar D, Co-founder, aradus

Key Facts

- Direct API-based shipment-to-provider connection
- Instant ranked list of verified freight providers
- Matches triggered at purchase intent

Impact

- Faster freight booking process
- No manual search and platform switching
- Live, pre-qualified shipment leads for freight forwarders
- Lower cost per lead

dnata, Schiphol deal renewal bolsters Europe–ME link

dnata has renewed a seven-year ground handling contract at Amsterdam Airport Schiphol, ensuring it continues cargo operations at one of Europe's key freight gateways after a competitive tender process. The renewal is significant for air cargo movement between Europe and the Middle East.

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Schiphol is an important link in this network, handling large volumes of time-sensitive and long-haul freight that moves between Europe, Asia, and the Middle East. The licence renewal strengthens that corridor, backing more stable routing and smoother cargo transfers through the region's hubs.

Continuity of cargo operations at Amsterdam is likely to support more stable routing options for freight moving through the Middle East hubs. At Schiphol, dnata will continue to handle cargo services for a range of global airlines. The firm manages 500,000 tonnes of cargo annually at the airport.

Thiemo van Spellen
Managing Director
dnata Netherlands

For airlines and forwarders, the renewed licence provides continuity in cargo processing and transfers

"Schiphol is a critical hub in European aviation, and this is a vital moment for the airport's ground handling community," said Thiemo van Spellen, Managing Director, dnata Netherlands.

NEW PHASE

The airport is entering a new phase of ground handling structure, making long-term operator stability vital for efficiency and turnaround performance. For airlines and forwarders, the renewed licence provides continuity in cargo processing, storage, and transfer operations at a major European hub.

The €70 million investment is among the company's largest infrastructure commitments in Europe and is positioned to support cargo movement linked to e-commerce, pharmaceuticals, and high-value industrial goods moving between Europe and markets in the wider Middle East region.

AT A GLANCE

- Strengthens Europe–Middle East freight corridor via Dubai
- Ensures air cargo continuity at major European gateway
- Supports 500,000 tonnes annual cargo throughput at Schiphol airport
- €70 million investment by dnata Cargo City Amsterdam backs future growth

Global cargo industry convenes in Shanghai

Air Cargo China 2026 brought the global industry under one roof. The event facilitated the exchange of ideas, new partnerships, and discussions on industry development. It served as a key networking platform for airlines, freight forwarders, and logistics providers to strengthen global connections.


ony
transport logistic


財源
萬事

RAKEZ expands European investment footprint

Regional hubs, such as Ras Al Khaimah, are playing a role in linking European production with fast-expanding markets across the Middle East. The emirate is stepping up efforts to strengthen trade ties with Europe, with a focus on Germany and Finland, as it looks to attract manufacturing, logistics, and supply chains.

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The move comes as companies across Europe continue to rethink their supply chains, looking for access to markets in the Middle East, Africa, and Asia. Rather than relying on a single production or distribution location, many manufacturers are expanding into regional hubs that can support warehousing, exports, and cargo movement.

Through Ras Al Khaimah Free Zone (RAKEZ), the city is positioning itself as one such hub. The primary focus is to help European companies establish regional operations that can support manufacturing, storage, and distribution from one location.

Ramy Jallad
Group CEO
RAKEZ

The focus is to help European firms establish regional ops that can support manufacturing, storage, etc.

"European companies are increasingly using Ras Al Khaimah as a base for regional operations, allowing them to supply customers across the Middle East and nearby markets. Existing investors, including German manufacturer Kludi and Finland-based Peikko Group, have expanded their network into the emirate to serve regional demand," said Ramy Jallad, Group CEO, RAKEZ.

Germany remains one of the largest European contributors to the economic zone, with more than 1,100 German companies operating in sectors, such as industrial equipment, engineering, electronics, construction products, and manufacturing. These industries depend on efficient freight movement and reliable supply chains to serve customers across multiple markets.

Simultaneously, Finland is emerging as a target market, particularly for export-oriented manufacturers looking to expand beyond Europe. For these businesses, the UAE offers access to shipping routes and air cargo connections that can reduce delivery times to customers across the Gulf and neighbouring regions.

This growing interest reflects broader changes in global trade. Rising transport costs, geopolitical uncertainty and supply chain disruptions over the past few years have encouraged companies to diversify where they produce, store, and distribute goods. As a result, regional logistics hubs are becoming increasingly important in global trade networks.

Meanwhile, the move is an add-on for the logistics sector, as more European companies operating from the UAE could generate higher cargo volumes, increase demand for warehousing and distribution services, and strengthen multimodal transport links joining air, road, and sea freight. For manufacturers, it provides an opportunity to move products closer to end markets, while reducing the complexity of cross-border logistics.

Italy, KSA to widen rail freight links across MENA

As supply chains become integrated, countries across the Middle East and Europe are turning towards rail freight to reduce dependence on any one mode of transport. The Middle East is expanding its rail linkage towards building a resilient and more efficient logistics network.

Senior officials of Saudi Arabian Railways and Ferrovie dello Stato Italiane sign an agreement to identify new opportunities in rail transport across MENA

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Saudi Arabian Railways and Ferrovie dello Stato Italiane will work together on rail freight and logistics projects across the MENA region. The focus is on improving how goods move by rail, and how rail links with ports, warehouses, and industrial areas.

The two sides plan to develop joint projects, improving freight flow across borders in the region. This includes better use of rail for cargo transport, and stronger links between rail lines and other modes of transport.

A key part of the cooperation is making cargo movement more efficient. Rail is likely to play a bigger role in carrying goods over long distances, especially between MENA trade hubs. By connecting rail networks with ports and logistics centres, the two countries aim to reduce delays in moving cargo and improve the flow of goods.

The two sides plan to develop joint projects, improving freight flow across borders in the region

"The goal is to identify new opportunities in rail transport and integrated mobility, with a focus on infra, design, operations, maintenance, logistics, and digital systems," said Stefano Antonio Donnarumma, Manager and CEO, Ferrovie dello Stato Italiane.

The pact looks at how digital systems can improve rail operations. Tools such as artificial intelligence and data-based planning will be used to track cargo shipments, manage schedules, and improve coordination across different parts of the supply chain. The goal is to reduce bottlenecks and improve reliability in freight services.

Another particular area of focus is intermodal transport, where different types of transport are linked in one system. This means that goods can move smoothly from ships to trains and then to trucks, without long delays at transfer points. This is likely to improve overall logistics efficiency in the region.

The cooperation also includes plans for testing and training facilities in the Kingdom. These would support standards for the rail equipment and systems and help improve technical skills in the sector. A joint working group (JWG) will be set up soon to oversee the projects and track progress.

Kuwait unveils cargo pre-clearance system

With rising trade volumes and digital customs systems becoming vital for cross-border commerce, Kuwait's new initiative reflects a trend of investing in digital solutions to improve logistics performance and support faster movement of goods.

CT Bureau

The State of Kuwait has introduced a new electronic pre-clearance system for land cargo shipments, allowing importers to complete customs procedures before goods arrive at the country's border crossings.

The initiative, launched by Kuwait's General Administration of Customs, aims at reducing delays at land ports and speeding up the movement of cargo entering the country.

Under this new mechanism, importers and their authorised representatives submit customs declarations and supporting documents in advance, enabling customs officials to begin reviewing shipments before they reach the border.

Traditionally, customs procedures begin only after a truck arrives at a land crossing, often leading to waiting times and congestion during busy periods. By moving part of this process online and allowing documentation to be reviewed ahead of arrival, the authorities expect cargo to be cleared more quickly once it reaches Kuwait.

The new initiative benefits logistics companies, transport operators, and importers that rely on predictable delivery schedules.

> *Faster clearance can help reduce truck idle times at border points, lower costs, and improve supply chain efficiency*

Faster clearance can help reduce truck idle times at border points, lower operational costs, and improve supply chain efficiency. Delays at the border crossings affect the movement of goods across the Middle East region, particularly for companies transporting products by road.

Therefore, streamlining customs procedures can play a vital role in improving trade flows and ensuring goods reach businesses and consumers on time.

The system may reduce delays caused by incomplete paperwork, as customs authorities can identify documentation issues before shipments arrive. This could help importers resolve problems earlier and avoid disruptions at border checkpoints.

The launch forms part of Kuwait's broader efforts to modernise customs operations through digital services.

The customs authorities have introduced technology-driven processes to improve efficiency, enhance transparency, and simplify interactions with the businesses.

Upcoming Events

AUGUST

9–10 **International Conference on Future Trends in Circular Supply Chains**
Sharjah

10–11 **International Conference on Lean Supply Chains and Circular Business Models**
Dubai

10–11 **International Conference on Sustainable Transportation and Freight Systems**
Abu Dhabi

13–14 **International Conference on Freight Management and Logistics Strategies**
Dubai

15–17 **CeMAT Russia**
Moscow

30 Aug –1 Sept **Air Cargo Middle East Expo**
Riyadh

30 Aug –2 Sept **Big 5 Construct Saudi & Heavy Logistics**
Saudi Arabia

SEPTEMBER

8–10 **Saudi Warehousing & Logistics Expo**
Riyadh

14–16 **PARCEL Forum**
Kissimmee

15–16 **Gartner Procurement Conference**
San Diego

22–24 **Home Delivery World Middle East**
Dubai

23–24 **IATA Cargo Experts Conference (CEC)**
Budapest

24–25 **IATA Digital Cargo Conference**
Geneva

29–30 **Supply Chain Europe 2026**
Amsterdam

For more information contact: talk@ddppl.com
The dates shown on the Events calendar are subject to change. Please refer to EventTalk in **CARGOTALK** to track the changes in dates

Saudia Cargo to add 4 Boeing 777Fs to fleet

Saudia Cargo will add four Boeing 777-200Fs to its fleet, with the first aircraft expected to join in the Q4 of 2026 and the remaining deliveries scheduled next year. The expansion is part of the carrier's plan to increase its dedicated freighter fleet and strengthen its cargo network across global markets. The additional aircraft will help Saudia Cargo increase capacity, support growing cargo demand, and improve connectivity between the Kingdom of Saudi Arabia and global trade routes. The freighters will operate across the company's network covering four continents, enabling greater movement of goods for customers and businesses. The fleet addition comes as KSA continues to develop its logistics sector under the National Transport and Logistics Strategy.

RSA Global's logistics unit rebranded as RSA Logistics

RSA Global has launched RSA Logistics as a separate brand to represent its logistics division. The move gives the unit its own identity in the market but does not change operations, customer contracts, or services. The company said the step reflects the growth of its logistics business across the UAE and India. RSA Logistics has been operating for 17 years and manages 25 facilities with 595,000 sqm of infrastructure. It offers services, such as warehousing, transport, forwarding, customs clearance, fulfilment, and inventory management for sectors, including retail, FMCG, automotive, and e-commerce. The branding change is aimed at making its services clearer to customers and supporting future expansion. It also allows the logistics arm to focus on building its own market presence.

US$ 400 million Sohar hub to link sea, land transport

France's CMA CGM and Oman's Asyad Group will develop a US$ 400 million logistics terminal at Sohar Port to improve cargo flow and strengthen regional trade links across the Middle East. The project will focus on improving the flow of goods between sea and land transport systems. The terminal will support better linkage between ports and inland routes, helping freight move more smoothly across key regional corridors. For the sector, the project adds capacity at Sohar Port and improves efficiency in cargo transfer between shipping and inland transport. The investment reflects growing use of multimodal logistics systems that combine sea and land transport to improve speed and reliability in cargo movement. Sohar Port is being developed as a key logistics hub linking regional and global trade flows.

SAL, Singapore Airlines sign handling deal

SAL Logistics has signed an agreement with Singapore Airlines to provide cargo ground handling and related operational services at King Khalid International Airport in Riyadh. Under the renewable pact, SAL will support the airline's cargo operations, strengthening its presence in Saudi Arabia's air cargo sector. By bringing cargo handling services under a single provider, the agreement can help speed up cargo processing, improve shipment flow and support more reliable operations for importers, exporters and freight forwarders using the Riyadh gateway. SAL will provide a range of operational services, including cargo ground handling for Singapore Airlines' operations in the Kingdom. The agreement also expands SAL's portfolio of services for international carriers operating through Saudi Arabia and reflects the growing role of Riyadh as a regional cargo hub.

AKI Logistics inks pact to manage NMC pharma supplies

AKI Logistics has signed a three-year agreement with NMC Group Services to manage warehousing and logistics operations for the healthcare provider across the UAE. The partnership will cover the storage and distribution of pharmaceuticals and medical consumables, supporting deliveries to more than 80 NMC hospitals, clinics and medical facilities nationwide. The logistics operations will be managed from AKI Logistics' facility in Dubai Investments Park. The agreement covers end-to-end supply chain services, including warehousing, inventory management and transportation of healthcare products to NMC locations in Abu Dhabi, Dubai, Sharjah, Ras Al Khaimah, Umm Al Quwain, and Al Ain.

French Bee, Globe Air Cargo Canada renew deal

French Bee and Globe Air Cargo Canada have renewed their GSA pact for three more years, continuing cargo services between Canada and Paris-Orly Airport, said Elena Garduño, Commercial Director, Globe Air Cargo Canada. The partnership will support the movement of perishables, healthcare products and time-sensitive shipments from Canada to Europe. "French Bee's direct Montreal-Orly service offers a solution for time and temperature-sensitive cargo. The pact will help Canadian exporters access European markets," she said.

Silk Way West goes digital with CargoAi

Silk Way West Airlines has signed a digital partnership pact with CargoAi in Shanghai to integrate its services with CargoAi's platform, allowing forwarders to access capacity information online and enabling digital booking at a later stage. Wolfgang Meier, President, Silk Way West Airlines, and Matthieu Petot, Founder and CEO of CargoAi, signed the agreement. The partnership will help simplify cargo planning by giving forwarders better visibility of available capacity and improving access to the airline's global freighter network.

Cathay Cargo adds A330F to expand capacity

Cathay Cargo is adding an Airbus A330 converted freighter through its subsidiary Air Hong Kong, with the aircraft set to enter service in the Q4 of 2026. The additional freighter will support Cathay Cargo's regional operations, mainly serving routes to the Chinese Mainland and other destinations in Asia. The new aircraft will increase cargo capacity and give freight forwarders more options to move shipments across the region. It will also help Cathay Cargo respond to rising demand for air freight while improving connectivity through Hong Kong International Airport. The A330 freighter will be leased from Cargo Aircraft Management, a subsidiary of Air Transport Services Group, under a long-term agreement. It will join Air Hong Kong's existing fleet of 14 Airbus A330 freighters.

Astral Aviation restarts China–Africa cargo route

Astral Aviation has restarted its dedicated freighter service between Haikou, China and Johannesburg, South Africa, in partnership with Fly Noor Aviation. The bi-weekly flights will operate via Nairobi using a Boeing 767-300F with a payload capacity of 50 tonnes per flight. The service will improve cargo links between China and Africa, supporting the movement of e-commerce shipments, electronics, pharmaceuticals, textiles, automotive parts and other goods. It will also provide a route for African exports, including perishables and agricultural products, to reach Asian markets. Johannesburg will act as a distribution point for cargo moving to southern, eastern, and central Africa through Astral Aviation's network.

CMA CGM to acquire FedEx Supply Chain for US$ 1.4 bn

CMA CGM has agreed to acquire FedEx Supply Chain, a subsidiary of FedEx Corp, for an enterprise value of US$ 1.4 billion. The acquisition deal, expected to close this year, will expand CMA CGM's logistics business in North America through its subsidiary CEVA Logistics. The acquisition will allow CEVA Logistics to significantly increase its contract logistics operations in the region, adding nearly 10,000 FedEx Supply Chain employees and around 150 warehouses. The combined business will have about 20,000 employees across more than 240 locations in North America. The move will help CMA CGM offer more integrated supply chain services.

Air India Cargo joins cargo.one platform

Air India Cargo has partnered with cargo.one to offer forwarders real-time rates and online booking options for its cargo services. The integration allows cargo.one users worldwide to view availability, receive quotes and book Air India's cargo capacity through a digital platform. The move will make it easier for forwarders to access Air India's cargo network and improve the speed of booking decisions. It will also help the airline expand its reach among global cargo customers as demand for digital freight solutions increases.

Rhenus expands Europe–Morocco network

Rhenus is expanding its logistics operations between Europe and Morocco by adding new transport routes from France, Italy, and Türkiye from January 2027. The expansion follows 10 years of partnership with Moroccan logistics operator CCCM and builds on their existing Spain–Morocco services. The wider network will give businesses more options to move goods between Europe and Morocco, supporting industries such as automotive, textiles, manufacturing, food, and temperature-controlled cargo. The move is expected to improve shipment connectivity as Morocco grows as a trade link between Europe and Africa.

MY FREIGHTER signs pact with Singapore Airlines

MY FREIGHTER has signed an interline agreement with Singapore Airlines to expand cargo connectivity between Central Asia and global markets. The partnership will allow MY FREIGHTER customers to access Singapore Airlines' network across Asia, Europe, the Pacific, and other regions. The agreement will provide more routing options for cargo moving between Central Asia and key international trade destinations. It is expected to support smoother connections for businesses shipping goods across major markets.

LATAM Cargo reopens Bolivia–Brazil cargo link

LATAM Cargo has returned to the Bolivian market after a decade, launching a cargo service with 50 tonnes of dedicated capacity for shipments from sectors such as technology, healthcare, and e-commerce. The service will strengthen cargo connectivity between Bolivia and Brazil by linking shipments to Florianópolis and Viracopos, two key Brazilian logistics and industrial hubs. The link will provide businesses with options to move goods across South America. The new capacity may support growing demand for international freight, particularly for high-value and time-sensitive cargo. It will improve access for Bolivian exporters and importers by linking them to regional supply chains. LATAM Cargo's return to Bolivia adds another link to its regional network.

Harrisburg Airport to add 105,000 sqft cargo facility

Realterm and the Susquehanna Area Regional Airport Authority (SARAA) are developing a new cargo facility at Harrisburg International Airport in Pennsylvania, USA. The new cargo facility will provide up to 105,000 sqft of cargo space and will be built next to the airport's airfield apron. The new facility will help improve handling capacity at the airport by allowing aircraft to park at the building, reducing the time needed to move shipments between aircraft and warehouses. It will support demand for air freight in the Central Pennsylvania region. The facility will include eight airside drive-in doors, 40 landside loading docks, and 180 vehicle parking spaces.

Movements

FUJAIRAH INT'L AIRPORT
Fujairah, UAE

Thakur Purushottam Singh has taken over as Head, Cargo at Fujairah International Airport. In this new role, he takes on the challenge of leading Fujairah airport's cargo business as a gateway to the GCC. Singh has built a reputation for driving air cargo growth and operational excellence across his portfolio.

TIACA
Miami, USA

Mammen Tharakan has been appointed Director-General, at TIACA. Starting August, he will lead TIACA's Secretariat and work with the Board to strengthen the association's global presence and enhance industry collaboration. Previously, he served in Air France-KLM, Edmonton International Airport, and King Salman International Airport.

AJEX LOGISTICS SERVICES
Riyadh, KSA

Ekaterina Elskamp has joined AJEX Logistics Services as Director, Logistics Business Excellence. In her new role, she will focus on fortifying business frameworks to improve efficiency, transparency, and performance across logistics ops, while supporting data-driven decision-making and improvement across the network.

CEVA LOGISTICS
Marseille, France

Patrick Moebel has been appointed CEO, CEVA Logistics. In his new role, he will lead CEVA Logistics' next phase of growth following the intergration of Bolloré Logistics. His focus will be on expanding the company's presence in North America, fortifying logistics solutions, accelerating growth, and enhancing synergies across its operations.

SOLITAIR HOLDING
Dubai, UAE

Patrick Gonzenbach has been appointed Chief Air Operations Officer at SolitAir Holding. In his new role, he will oversee flight operations, operational performance, crew training and standards, and operational compliance across the airline. Previously, he served as Director of Flight Operations at RwandAir and has also held senior roles at flydubai.

BAHRI LOGISTICS
Riyadh, KSA

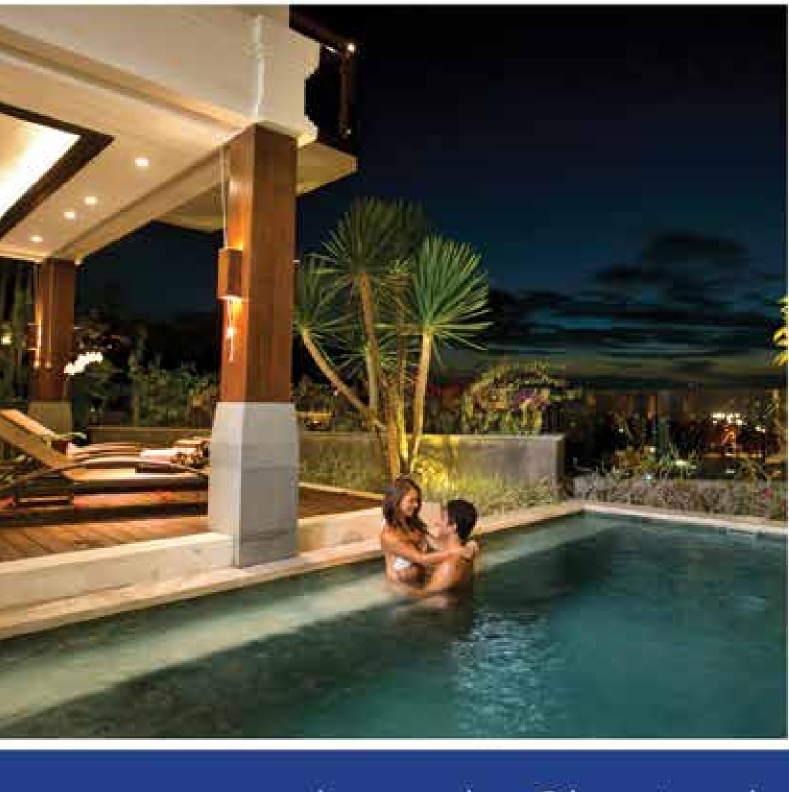
Majed Alghamdi has been promoted to Air Operations Specialist at Bahri Logistics, marking a milestone in his career. He will support efficiency and cargo execution excellence. Alghamdi has worked across Bahri Logistics, Fourwinds, and AJEX, with expertise in air, sea, and land freight operations, customs clearance, and shipment coordination.

GLASGOW PRESTWICK AIRPORT
Prestwick, UK

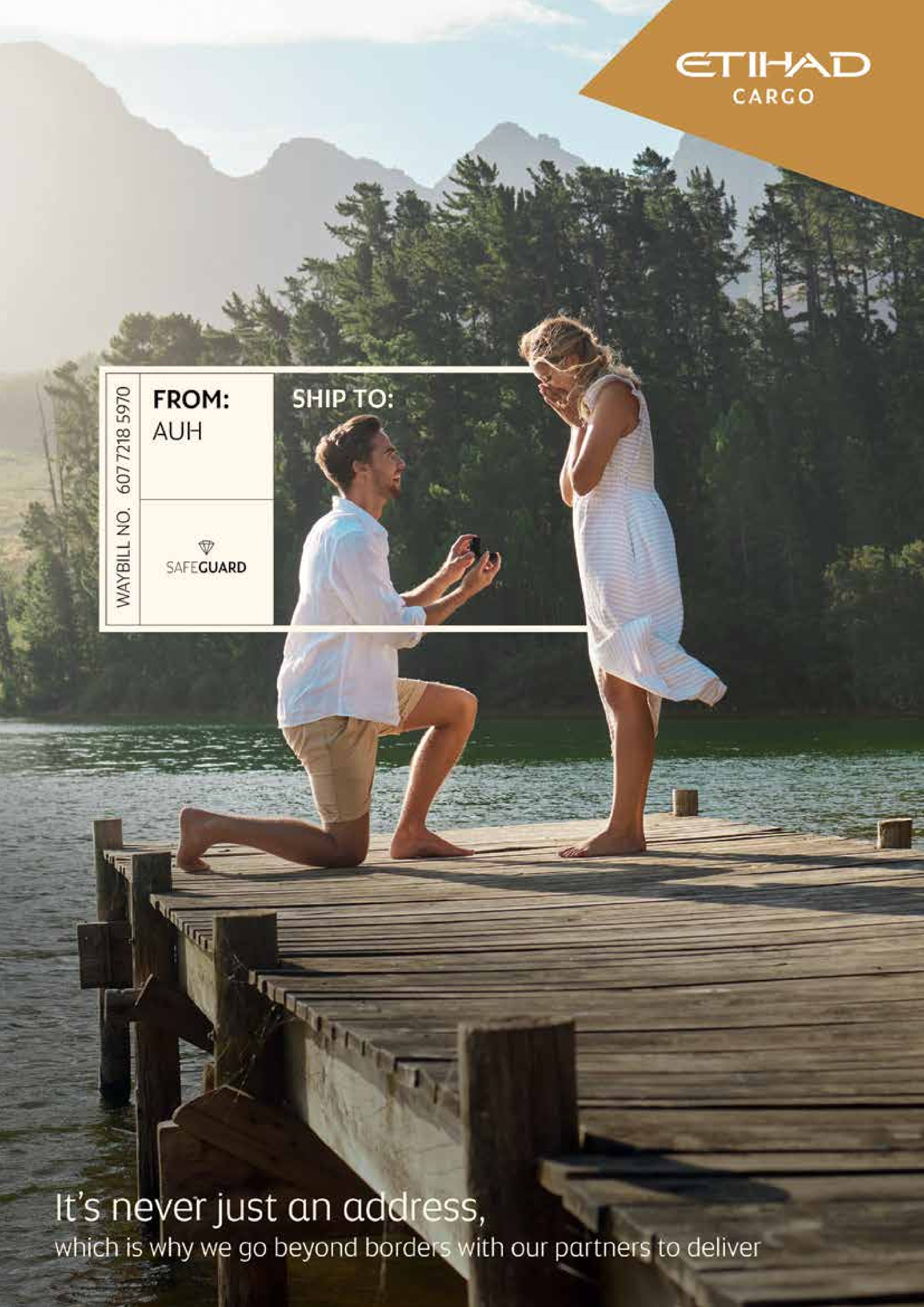
Jules Matteoni has joined Glasgow Prestwick Airport as CEO. In his new role, he will focus on expanding cargo partnerships, enhancing commercial performance, and build on the airport's position within supply chains and logistics networks. He will fortify the airport's cargo and e-commerce operations.

DSV
Hedehusene, Denmark

Brian Ejsing has joined DVS A/S as CEO, Road Division, apart from his position as Group COO. He will focus on fortifying commercial execution, improving efficiency, and consolidating the European network. He will drive the division's long-term goals through 2030, aiming to reinforce DSV's position as a provider in European road transport.



sandeep.raghav@buzztravelmarketing.com, +91 9599076699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