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CEO, Al Naboodah Travel
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Global Air Cargo CLEAR FOR TAKE-OFF

The region is at the forefront of a major logistics shift. While geopolitical tensions and airspace restrictions constrained transit capacities and raised jet fuel prices, they have driven massive infrastructural growth and an accelerated push for resilient, multimodal, and digitised air freight networks. Despite regional disruptions, cargo demand has returned to year-on-year growth, says **Makhdoom Jalali (Fahim)**, CEO, **Al Naboodah Travel and Tourism Agencies LLC**.



What are the opportunities for the cargo industry in the Middle East?

While geopolitical developments often create uncertainty, they have highlighted the importance of the region as a global logistics bridge linking the East with the West. Positioned at the crossroads of three continents, it allows carriers and logistics providers to adapt quickly to changes in global trade flows.

As global supply chains become more complex, businesses are looking for alternative routes, faster transit times, and reliable logistics partners.

This presents several opportunities for the industry across the GCC. The region's world-class airports, modern infrastructure, and strong airline networks enable cargo operators to respond to changing market conditions at an unprecedented pace.

At Al Naboodah Travel, through our cargo partnerships, we have seen customers seek agile solutions, particularly for time-sensitive shipments, pharmaceuticals, perishables, and high-value goods. In many cases, air cargo has become not only a transport solution but also a critical business continuity tool for customers facing supply chain disruption.



Makhdoom Jalali (Fahim)
CEO, Al Naboodah Travel
and Tourism Agencies LLC

“As supply chains become more complex, businesses look for alternative routes, faster transit times, and reliable logistics partners.”

What are the commodities that contribute towards strengthening the Middle East's position as a trade hub?

The Middle East has evolved beyond being simply a transit point and is now





a trade and distribution hub. Several commodity sectors are driving this growth. E-commerce remains one of the fastest-growing contributors, with increasing demand for rapid delivery across regional and global markets. Pharmaceuticals and healthcare products continue to grow, driven by the need for temperature-controlled logistics and reliable transportation.

The technology sector, including semiconductors, telecommunications equipment, and consumer electronics, represents an important category due to the high-value and time-sensitive nature of these shipments. Luxury goods, fashion products, automotive components, and aerospace parts contribute significantly to cargo volumes.

Perishables, such as fresh produce, seafood, and flowers, continue to benefit from the region's connectivity. As the GCC economies diversify and expand trade relationships globally, we expect these sectors to be the key drivers of cargo growth for many years to come.

Could you share some of the key trends in the industry today?

Several trends are reshaping the cargo industry. Firstly, e-commerce continues to change demand patterns, creating a need for faster, more flexible, and frequent cargo services. Customers expect near real-time visibility and shorter delivery windows. Secondly, supply chain resilience has become a priority.

“Sustainability is becoming a priority. Airlines, forwarders, and logistics providers are investing in fuel-efficient ops and SAF initiatives.”

Businesses are diversifying suppliers, distribution centres, and transportation routes to reduce risk and improve

reliability. Digitalisation is speeding up across the industry, with adoption of electronic documentation, cargo tracking solutions, and predictive analytics.

Another trend is the growth of specialised cargo products, including pharmaceuticals, perishables, dangerous goods, and high-value shipments. These products require specialised handling and premium service levels.

Finally, sustainability is becoming a strategic priority. Airlines, freight





forwarders, and logistics providers are investing in fuel-efficient operations, SAF initiatives, and carbon reduction programmes to meet customer and regulatory expectations.

How does digitalisation change air cargo, logistics, and the supply chain ecosystem?

Digitalisation is transforming how the industry operates. Historically, air cargo has relied heavily on manual processes, paperwork, and fragmented communication between stakeholders. Today, technology is creating a more connected, efficient, and transparent ecosystem.

Digital platforms enable customers to obtain quotations, make bookings, track shipments, and receive updates in real-time. Electronic air waybills and automated documentation reduce administrative workload, while improving accuracy and compliance. AI and data analytics are helping organisations forecast demand, optimise routes, and improve capacity management. Automation within warehouses and cargo terminals is increasing efficiency and reducing processing times.

Digitalisation improves visibility across the supply chain. Customers expect to know exactly where their shipments are at every stage of the journey. The ability to provide this transparency creates confidence, enhances customer experience, and supports better decision-making across the logistics ecosystem.

With concerns of uncertainty across the region and increasing costs, what are some of the strategies that would support customers?

In uncertain times, customers value reliability, flexibility, and transparency more than ever. One of the most important strategies is maintaining open communication and providing customers with timely updates regarding market developments, capacity changes, and potential disruptions. Diversification of carrier options and routing solutions is critical. Customers benefit from having access to multiple alternatives that reduce dependence on a single route or supplier.

“Digital platforms enable customers to obtain quotations, make bookings, track shipments, and receive updates in real time.”

Technology plays a role by improving visibility and enabling customers to make informed decisions quickly. Real-time tracking and proactive exception management help businesses respond effectively when challenges arise. Logistics providers must work closely with customers to identify the most efficient transportation solutions without compromising service quality.

Strong partnerships matter. Customers seek logistics providers who understand their business objectives and can act as trusted advisors rather than simply transportation providers.

Where do you see the industry in the next five years?

The outlook for the Gulf cargo sector remains positive. The region is likely to strengthen its position as one of the world's leading logistics and trade hubs, supported by continued investment in infrastructure, aviation, and technology. Over the next five years, digitalisation will become the standard across the industry. Customers will expect fully integrated digital experiences, from booking through to final delivery. AI and predictive analytics will play a larger role in capacity planning, demand forecasting, and operational efficiency.

Automation within cargo facilities will continue to improve productivity and service quality. Sustainability initiatives will accelerate, with adoption of sustainable alternative fuel, carbon reporting, and environmentally responsible logistics solutions.

E-commerce growth will continue to drive demand, while pharmaceuticals, healthcare logistics, and high-tech products are expected to expand significantly. The organisations that combine technology, customer-centricity, and operational excellence will be best positioned to succeed in this next phase of growth. 🚀

AI, e-commerce drive last-mile delivery

With online shopping growing, logistics firms are looking to delivering goods faster and smarter than ever before. As firms rethink their supply chains, the last-mile is becoming a vital part of the overall logistics ecosystem.



 Sonia Sali

The massive boom of e-commerce in UAE and the Kingdom of Saudi Arabia is increasing pressure on delivery networks. Sectors such as healthcare and food are adding complexity because they need temperature control and careful handling. To meet the needs of the industry, logistics companies are investing in AI, route optimisation systems, and delivery infrastructure. They are building smaller fulfilment centres closer to destinations to reduce delivery times and improve efficiency.

The evolution of last-mile delivery is being shaped by the need for specialised handling across sectors.



Pharmaceuticals and perishables need cold chain management, temperature-controlled transport, and continuous monitoring to maintain product quality. When it comes to e-commerce, flexibility, and convenience are the key factors, with demand rising for precise delivery windows, easy returns, and contactless options. This has led to the growth of micro-fulfilment centres and decentralised warehousing closer to customers, reducing delivery times and improving responsiveness.

On the technology front, AI and predictive analytics are helping companies to optimise routes, manage fuel consumption, and respond to disruptions in real-time. These technologies are improving fleet utilisation, while reducing inefficiencies. Sustainability is becoming the focus, with investments in greener packaging and more efficient delivery models. Overall, last-mile logistics is shifting toward a more data-driven and customer-centric approach, where reliability, visibility, and precision define success.

Improving efficiency by AI, route optimisation

Companies are using AI and route optimisation tools to improve delivery efficiency by analysing traffic, weather, fuel consumption, and delivery schedules in real-time. These technologies help reduce transit time, lower operational costs, optimise fleet utilisation, and improve customer satisfaction through accurate tracking, faster deliveries, and better resource planning. Companies are investing in cold chain technology, sustainable packaging, and specialised last-mile to maintain product quality and delivery speed.



Razmal Assen
Executive Director
Scanwell Logistics LLC

“Firms are investing in cold chains, sustainable packaging, and last-mile solutions to maintain quality and delivery speed.”

Last-mile being driven more by e-commerce

The last-mile space is being driven by how fast the e-commerce sector is growing, especially cross-border shipments into the Gulf Cooperation Council (GCC) countries. In the UAE and the Kingdom of Saudi Arabia, online retail keeps expanding at rates, and that is putting pressure on the companies to increase delivery speed, visibility, and flexibility. Same-day and next-day delivery is no longer a premium service anymore, it is becoming the standard in Middle East cities, such as Dubai, Riyadh, and Jeddah.



Jo Ann Ignacio
Commercial Manager
KS Global Logistics

“Same-day and next-day delivery is not a premium service anymore, it is becoming standard in Dubai, Riyadh, and Jeddah.”

AI supports efficient last-mile operations

In logistics, AI-driven solutions enable smarter, data-driven route planning that dynamically adapt to traffic, weather, and demand patterns. This improves delivery speed, reduces fuel consumption, and enhances reliability. Combined with real-time tracking and predictive analytics, AI supports more efficient, responsive, and customer-centric last-mile operations. Rising demand in e-commerce and for temperature-sensitive goods is driving the need for time-critical and visibility-focused last-mile solutions.



Mahmoud Haj Hussain
Managing Director
DHL Express UAE

“Combined with real-time tracking and visibility, AI supports more efficient, responsive, and customer-centric last-mile solutions.”

Delivery sees adoption of visibility solutions

Firms are adopting AI and route optimisation to address last-mile challenges, including rising costs, delays, inefficient routes, lack of visibility, outdated technology, reverse logistics, and disruptions. By leveraging predictive analytics, dynamic route planning, and



Rithesh R Rao
Division Manager
Pharmaceutical &
Healthcare, Compass
Logistics International

“By leveraging route planning and real-time tracking, AI helps optimise fleet utilisation and reduce fuel consumption.”

real-time tracking, AI helps fine-tune fleet utilisation, reduce fuel consumption, and improve delivery accuracy. The final delivery is seeing adoption of temperature-controlled transportation, and real-time visibility solutions.”



Data-driven routing reshapes last-mile logistics

AI and route optimisation are changing last-mile logistics by enabling real-time route planning, predictive demand forecasting, and dynamic delivery scheduling. These tools reduce transit times, fuel consumption, and costs, while improving accuracy and customer visibility through real-time tracking and proactive exception management. Last-mile delivery is becoming specialised, with adoption of temperature-controlled vehicles, Internet of Things monitoring, and micro-fulfilment centres.



Abdul Shukoor
Air Freight Manager
BGL Cargo

“Last-mile delivery is becoming specialised with adoption of temperature-controlled vehicles and micro-fulfilment centres.”





Operators use data to reduce idle time

Operators use live data to reduce unnecessary kilometres, cut idle time, and improve vehicle planning throughout the delivery journey. The real win is not only speed, it is consistency. Predictable delivery builds



Rohit Thakwani
CEO
Airglow Aviation

“Predictable delivery builds trust, and that is what shippers and end customers expect from logistics partners.”

trust, and that is what shippers and end customers expect from their logistics partners. Pharma cannot compromise on temperature control, handling discipline or traceability. Perishable products need quicker handover because the waiting time directly affects their quality.

Companies using AI to anticipate disruptions

AI is changing logistics by enabling faster, data-driven decision-making. Companies are using AI and route optimisation tools to anticipate disruptions, optimise capacity, and identify the most efficient transport options in real time.




Aaron Smith
Director
ACI Logistics

The result is improved reliability, reduced costs, and agility in supply chains. For pharmaceuticals and perishables, maintaining cold chain integrity and real-time monitoring is critical. Ultimately, success at the final delivery stage depends on combining technology, infrastructure, and operational expertise.

“Success at the final delivery stage depends on combining technology, infrastructure, and operational expertise.”

Africa and the Middle East on SolitAir's radar

Hamdi Osman, Founder and CEO, SolitAir, outlines shifting air cargo market dynamics, rising demand driven by e-commerce, and the role of Africa, the Middle East, and Asia in global logistics. He talks about how technology is shaping the future of aviation, with the industry increasingly adopting sustainable solutions.

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Has market volatility increased air freight demand?

Yes. Disruptions across maritime routes, including the Strait of Hormuz, the Red Sea, and the Suez Canal, have created structural shifts in air transport. In parallel, constraints in the trucking capacity on certain routes have further supported the air cargo demand. However, this has been offset by fuel price volatility, which continues to pressure the industry. Despite that, the sector has demonstrated strong coordination and adaptability.



Hamdi Osman
Founder and CEO
SolitAir

For SolitAir, operating a niche narrow-body freighter fleet based on the Boeing 737-800 platform with a 22-tonne capacity has allowed us to respond effectively. Our turnaround performance and operational execution across missions have been consistently strong.

SolitAir's focus remains on Africa, the ME, the Indian subcontinent, and other markets in the Global South

What are SolitAir's primary markets and expansion priorities?

Our focus remains firmly on Africa, the Middle East, the Indian subcontinent, and select markets within the Global South, extending from Latin America to China. With our ACC3 certification, we are now positioned to operate into Europe and the broader Global North. Our capability to carry all classes of DGs,

from Class I to Class IX, has expanded our operational scope and improved our service offering to customers. Africa remains central to our strategy. The market is fragmented, but the opportunities are vital. We see strong long-term potential in building structured linkage between Africa and the Middle East, particularly through Abu Dhabi.

Today, five of the top seven fastest-growing economies in the region are in Africa. This reinforces the direction of prioritising Africa, followed by the Middle East and the Indian subcontinent, with increasing connectivity toward China.

Which cargo segments are currently driving demand?

E-commerce remains the leading driver, followed by





pharmaceuticals and regulated DGs. It is important to recognise that DGs span a wide range of categories, from perfumes and flammable liquids to industrial components and controlled materials. These are essential to global supply chains and industrial activity.

How will the e-commerce sector evolve in the next five years?

E-commerce growth is becoming diversified. While China remains a major origin market, new momentum is emerging from India and Türkiye — which has become a key sourcing market for regional e-commerce flows into KSA. India's domestic platforms are expanding aggressively across the Middle East and Africa. Europe strengthens outbound e-commerce flows into the region. Over the next two to five years, e-commerce will remain one of the most resilient and structurally growing segments in air cargo.

What is UAE's role in global cargo flows?

The UAE plays a central role in international logistics, functioning as a strategic

Türkiye has become a key sourcing market for regional e-commerce flows, including into KSA

hub connecting Africa, the Indian subcontinent, and China. It serves as a critical consolidation and redistribution point for cargo moving across the Global South. The Kingdom of Saudi Arabia is emerging as an important logistics hub, driven by rapid infrastructure and economic development in Riyadh. We expect it to reshape regional trade flows in the near term.

SolitAir is pursuing an Air Operator Certificate (AOC) in the Kingdom

of Saudi Arabia in order to strengthen its regional footprint. Within this ecosystem, large wide-body operators, such as Emirates SkyCargo, Turkish Cargo, Qatar Airways Cargo, and Etihad Cargo dominate long-haul capacity.

SolitAir complements these networks by providing flexible narrow-body capacity on 22-tonne aircraft, addressing niche and underserved segments.

How is the aviation industry responding to rising fuel costs?

Fuel costs continue to remain one of the significant pressures and are expected to remain elevated due to geopolitical disruptions. The air cargo sector has been evaluating alternative solutions and improvements to mitigate this challenge. The air cargo industry is beginning to see structural adjustments driven by advanced technology and operational innovation rather than short-term fixes.

How is sustainability taking over aviation technologies?

The transition is underway across the transport and aviation sectors. Autonomous mobility is visible in ground transport, and aviation is undergoing a parallel transformation. Unmanned aerial systems are being developed with greater payload capacities, while electric aircraft are entering limited commercial use in select markets in Asia. SolitAir has signed pacts with three operators, including one in the drone segment with expected operations by 2027, and another focused on electric aircraft deployment targeted for 2028. Sustainability is an active transition shaping industry strategy today. Firms that do not adapt to this shift risk losing relevance in a technology-driven environment. 🚀

KEY TAKEAWAYS

- ❖ Boeing 737-800 narrow-body freighters (22-tonne capacity)
- ❖ Focus: Africa, Middle East, Indian subcontinent, Global South; Europe via ACC3
- ❖ E-commerce leads, followed by pharma and DGs
- ❖ Partnerships for drone ops (2027)





TIACA seeks practical solutions for greener cargo

The recently held TIACA Executive Summit reflected an industry in transition. Hosted by LOT Polish Airlines and Port Polska, it brought together experts to discuss sustainability, workforce development, digitalisation, e-commerce, regional growth opportunities, and the role of Central and Eastern Europe in logistics.

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Sustainability remained one of the key topics that was discussed throughout the summit, with industry leaders discussing how air cargo can continue to develop as volumes become more complex, many companies see digital tools as essential for improving efficiency.

Alongside sustainability, digitalisation was another focus. Airlines, airports, forwarders and logistics providers examined how technology can help improve cargo flow while reducing the impact on the environment. Better use of data, automation, and real-time tracking can reduce delays, improve planning, and provide customers with more visibility over shipments.

“The TIACA Executive Summit continues to evolve to meet the needs of our industry. This year’s introduction of new programme elements, combined with thought leadership, market intelligence, and networking opportunities, created an exceptional experience for delegates. The engagement we witnessed throughout the event demonstrates the importance of bringing our industry

E-commerce was another topic at the summit, as the growth of online shopping is reshaping global cargo flows



Glyn Hughes
Director General
TIACA

together to share perspectives, challenge thinking, and shape the future of air cargo,” said Glyn Hughes, Director-General, TIACA.

E-COMMERCE

E-commerce was another key topic at the summit, as the continued growth of online shopping is reshaping global cargo flows.

Delegates discussed the increasing demand for faster deliveries and how airlines and logistics providers are adapting their networks to handle higher volumes, while maintaining efficiency and service standards.

The sessions also looked at the changing role of Central and Eastern Europe (CEE) in global trade. Poland was highlighted as a growing logistics location because of its position between Asia and Western Europe. Industry leaders said the region has the potential to handle larger cargo volumes in the coming years as companies continue to diversify supply chains and look for alternative routes.

Several sessions focused on the changing geography of global trade. Central



and Eastern Europe were highlighted as a region of growing importance. Poland's location between Asia and Western Europe places it in a strategic position for cargo movement.

Industry leaders noted that investments in logistics infrastructure, warehousing, and air cargo facilities could help strengthen the region's role in international supply chains.

MARKET INSIGHTS

Market presentations provided insight into current cargo conditions. Analysts

pointed to changing trade flows, economic uncertainty, and shifting consumer demand as factors influencing cargo volumes.

While some markets continue to perform strongly, others remain affected by slower economic growth. This has made flexibility and adaptability increasingly important for air cargo operators.

The summit also provided an opportunity for stakeholders from different parts of the air cargo chain to exchange views on

common challenges. Beyond the formal sessions, networking discussions focused on collaboration, resilience, and the need for stronger partnerships across the air cargo sector. At the outset, the TIACA

Executive Summit in Warsaw, Poland reflected an industry that is adapting to major changes in technology, trade, and customer expectations, while trying to build a more efficient and sustainable future. 🇸🇦

Digital shift

- Data and automation improving cargo flow
- Real-time tracking cutting delays
- Digital tools boosting efficiency

Trade

- E-commerce driving faster deliveries
- CEE emerging as key trade route
- Infrastructure needs rising with demand



dnata to handle Silk Way cargo at Changi

As air cargo networks become dependent on significant transit hubs, dnata has expanded its role in Singapore through a new long-term agreement. dnata has secured a multi-year contract with the Silk Way Group to provide cargo ground handling services at the Singapore Changi Airport.

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The agreement covers Silk Way Group's bi-weekly freighter services in Singapore. dnata will handle 100 flights annually and around 15,000 tonnes of air cargo each year. The shipments include general cargo, temperature-controlled goods, and specialised cargo such as aviation, aerospace, and oil and gas equipment.

While the contract is based in Singapore, it has relevance for the Middle East-linked cargo flows. Silk Way Group, based in Azerbaijan, operates along important corridors that connect Asia with the Middle East and Europe. The new agreement supports smoother transfers through Singapore, a major stop for cargo moving across these regions.

"Reliable cargo handling is critical to maintaining

efficient freighter operations, particularly in transit hubs such as Singapore. With dnata's support on the ground, we are well positioned to maintain high operational standards and continue delivering dependable service across our network," said Onno Pietersma, Chief Operating Officer, Silkway West Airlines.

The deal also reflects the growing role of the Middle Eastern aviation and logistics players in international supply chains. dnata continues to expand its

Silk Way Group, based in Azerbaijan, operates along corridors that link Asia with the ME and Europe

international cargo handling network as demand increases for faster and more reliable freight movement between Asia and the Middle East region.

For Silk Way Group, the agreement improves operational support at an important transit hub. Cargo airlines depend on faster ground handling to maintain schedules across long routes, many of which pass through the ME airports.

The partnership builds on an existing relationship between the two companies. dnata supports Silk Way West Airlines in multiple international markets and has worked with the group on aviation projects in Azerbaijan.

At Singapore Changi Airport, dnata handles 250,000 tonnes of cargo annually and supports 30 airlines. Globally, it operates at 90 airports in 16 countries, handling millions of tonnes of freight each year.

Contract	Impact
<ul style="list-style-type: none"> Covers operations at Singapore airport Over 100 freighter flights annually Around 15,000 tonnes of cargo per year 	<ul style="list-style-type: none"> Includes general, temperature-sensitive, and specialised cargo Strengthens dnata-Silk Way partnership Part of dnata's network



Cross-border logistics gets US\$ 1.5 mn in growth capital

The rapid growth of online retail is pushing logistics companies to rethink how cross-border shipments are managed. In response, RSA Cross-Border, a newly independent startup spun out of the RSA Global, is now looking to expand its presence in this growing market.

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RSA Cross-Border (RSA XB) has raised US\$ 1.5 million in seed funding to expand its e-commerce shipping network connecting India with the United Kingdom, Europe, and the Middle East region. The initiative comes as logistics providers face growing demand from online retailers looking to reach international customers.

“RSA Cross-Border is where the group is betting on software-first logistics. This round is a validation of that thesis, and it gives us the capital to prove it at scale,” said Abhishek Shah, Co-founder and Group CEO, RSA Cross-Border. Shah was the Face of the Future in 2023 edition of Arabian Cargo Awards.

The investment will support the company’s plans to increase capacity in India, expand its technology platform and strengthen logistics links between India and key overseas markets, including the United Kingdom, Europe, and the GCC.

The move also highlights the focus on cross-border e-commerce logistics, particularly as online sellers seek faster access to international markets. While demand for global shipping continues to rise, many logistics providers still face challenges in coordinating freight, customs clearance,



Left to right: Pavan Kumar TV, CTO, RSA Cross-Border; Abhishek Shah, Co-founder and Group CEO, RSA Global, and Denis Konoplev, Co-founder and CEO, RSA Cross-Border

and last-mile delivery across multiple countries.

RSA XB works with freight forwarders, consolidators, and third-party logistics providers that manage shipments on behalf of online retailers. Through this platform, these companies can combine different parts of the logistics chain into a single service, allowing them to

Through this platform, firms can combine different parts of the logistics chain into a single service

offer end-to-end international delivery without building their own networks from scratch.

“Cross-border logistics is critical infrastructure, yet it remains one of the most fragmented industries in the world,” said Jacob Isaev, General Partner, 21 Ventures. “RSA Cross-Border is building the orchestration layer this market needs, aggregating volume, and unlocking economics that small and medium businesses could never access alone,” Isaev added. 📍



Dubai Customs builds logistics talent pipeline

Dubai Customs has launched a new Centre of Excellence for Customs and Trade Logistics in partnership with the University of Dubai. The centre is designed as a research and knowledge hub focused on improving how trade and logistics work in the emirate.

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In an interview, Eng. Adel Al Suwaidi, Director, Strategy and Corporate Excellence Department, Dubai Customs, spoke about the strategies to strengthen its collaboration with the University of Dubai to combine field experience along with academic research.

The centre will study customs systems, trade



Eng. Adel Al Suwaidi
Director, Strategy and Corporate Excellence Department, Dubai Customs

The initiative brings together two key pillars — practical operational expertise and academic research

processes, and supply chain performance, and use research to suggest

practical improvements. It will also look at ways to make goods move faster through borders, reduce delays, and improve efficiency in customs services. Officials said the work will rely on data, research studies, and global benchmarking.

He reiterated the initiative brings together two key pillars — practical operational expertise from customs work on the ground



and academic research from the university. “This integration is designed to generate ‘out-of-the-box’ solutions by involving students, researchers, and society in the innovation process, helping to address real-world challenges faced by customs operations. Dubai Customs operates within a framework that balances easing trade and maintaining security. While trade requires fast movement of goods across land, air, and sea, security procedures can take time,” he said.

This partnership aims to bridge this gap by exploring new approaches, such as improved regulations, updated methodologies, and advanced inspection technologies that can speed up processes without compromising safety. Looking ahead, Dubai Customs’ strategy is aligned with Dubai’s broader D33 economic vision, focusing on

global competitiveness. He concluded by saying that it requires adopting global best practices, revising procedures and laws wherever necessary, and launching new initiatives that reinforce Dubai’s position as a global trade hub.

Students and professionals will work together on real problems to develop practical solutions

A key focus of the centre is digital transformation. It will explore how technology, such as smart systems and data tools can improve customs clearance, strengthen supply chains, and support growing areas, such as e-commerce and

cross-border trade. The aim is to make trade processes smoother and more predictable for businesses. Dubai Customs said the centre will work closely with varsities and international partners to study global best practices in trade and logistics. Academic partners include institutions like Kühne Logistics University, the University of Adelaide, Michigan State University, and Henley Business School.

CENTRE FOR EXCELLENCE

His Excellency Dr Eesa Al Bastaki, President, University of Dubai, said the newly launched Centre of Excellence (CoE) will focus on research, innovation, inventions, governance, and leadership, with an emphasis on improving logistics and international trade systems.

Explaining the benefit for those already in the

trade sector, he said the centre will involve industry players as ‘customers’ of the research, alongside Dubai Customs. He stressed collaboration between the government, the industry, and the academia is central to the model.

He added that faculty, students, and professionals will work together on real industry problems, helping the companies improve processes and services, while also allowing the university to develop practical, innovation-driven solutions. Speaking about the courses that are offered, Dr Sanya, Associate Professor, FinTech and Director, Graduate Programmes, University of Dubai, stated the MBA programmes are designed in close alignment with market needs and industry input.

She said the courses are open to fresh graduates as well as working professionals, including those from organisations, such as DP World, HSBC, and Dubai Customs. The programmes include applied learning through capstone projects, where students solve real problems from their own workplaces, along with research tasks and industry-based assignments. 📍

KEY FACTS

- ❖ Focus on customs, trade logistics, and supply chains
- ❖ Data-driven research and global benchmarking
- ❖ Security with more efficiency balance
- ❖ Global academic partners across leading universities
- ❖ Industry co-creates solutions with the academia





Mahmoud Haj Hussain, Managing Director, DHL Express UAE, and Abdalla Al Banna, VP, Free Zone Regulatory Operations, DWTC Free Zone

DHL, DWTC open global doors for SMEs

The free zone has partnered with DHL Express to support small and medium businesses in Dubai as they look to expand into international markets. The focus of the collaboration is not just to lower shipping costs but to impart practical training and guidance for export-ready companies.

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At the centre of this agreement with DWTC Free Zone is DHL's GoTrade programme, an initiative that teaches SMEs how cross-border trade works in practice. The programme provides information on the basics of global shipping procedures, customs rules, e-commerce operations, customer handling in global markets, and basic financial planning for exports.

The programme will be made available to 2,500 companies registered under the free zone. These companies operate across a range of sectors, from trading and services to technology and retail, and many are at different stages of international expansion.

For some companies, exporting is already underway while others are trying to understand how to enter overseas markets.

The aim is to reduce knowledge gaps that often stop smaller firms from scaling beyond the UAE

“International trade has never been more accessible, but for many SMEs, navigating global expansion still comes with significant complexity. Through the DHL GoTrade programme, we are equipping entrepreneurs and SMEs with

practical knowledge about international shipping, customs, e-commerce, and cross-border operations, enabling them to build the confidence and capabilities needed to compete and grow internationally,” said Mahmoud Haj Hussain, Managing Director, DHL Express UAE.

THE GOAL

The objective is to reduce knowledge gaps that often stop smaller companies from scaling beyond the UAE. While access to various markets has improved through digital trade and logistics networks, many SMBs still struggle with documentation, compliance, and cost planning, while dealing with cross-border shipments. The partnership also includes access to preferential

logistics rates for the DWTC Free Zone members. Such collaborations are becoming more common in the UAE's business environment, where the free zones are working with international logistics providers to support SMBs in expanding and managing international trade more effectively.



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Emirates SkyCargo launches freighter to **Kazakhstan**

Almaty City has fast positioned itself as one of Central Asia’s key commercial and logistics hubs, serving as a gateway for trade between the region and major markets across Asia, Europe, and the Gulf. The launch of cargo flights to Almaty will be the carrier’s first freighter in Central Asia.

 CT Bureau

The weekly Boeing 777F will carry 100 tonnes of cargo between Dubai and Almaty in Kazakhstan. The service is likely to support shipments of electronics, machinery, perishables, and consumer goods, helping businesses move cargo efficiently through Dubai, said Badr Abbas, Divisional Senior Vice President, Emirates SkyCargo.

The new route creates a direct air cargo link between Kazakhstan and Emirates SkyCargo’s global network, providing exporters and importers with options for moving goods across global markets. The



Badr Abbas
Divisional Senior Vice President
Emirates SkyCargo


launch comes as Central Asia gains importance in global trade and supply chains. The freighter capacity can help improve cargo reliability and reduce transit times, particularly for

The carrier has been increasing its freighter fleet to meet demand for cargo services and improve connectivity

time-sensitive shipments. The route fortifies access to global markets for businesses in Kazakhstan, while giving shippers a direct link to one of the region’s vital trade hubs.

The Almaty service

forms part of Emirates SkyCargo’s ongoing network expansion. The cargo flight has been increasing its freighter fleet to meet demand for cargo services and improve connectivity across its network. “The expansion into Almaty City supports our long-term growth strategy and D33 Dubai Economic Agenda objectives, speeding up foreign trade and Dubai’s standing as a global logistics hub,” he said.

Emirates SkyCargo also transports cargo in the belly-holds of pax aircraft, providing capacity across its operations. The addition of Almaty reflects the vital role of Central Asia in global trade and highlights demand for air cargo links between the region and major global logistics centres. 



QUICK FACTS

- ❖ 100 tonnes weekly cargo capacity
- ❖ Direct Dubai–Almaty cargo connection
- ❖ Supports electronics and perishables trade
- ❖ Strengthens Central Asia linkage
- ❖ Part of Emirates’ fleet expansion
- ❖ Fleet to reach 21 freighters in 2026

56 warehouses expanded in Sharjah's SAIF Zone

As demand for storage and distribution facilities continues to rise alongside growing trade and logistics activity, SAIF Zone, Sharjah, is expanding its warehousing capacity. The expansion is being carried out to widen the zone's regional and international trade reach.

 CT Bureau

With this addition, the total number of warehouses in the free zone has reached 2,500 units. Further expansion aims to handle more activity from companies involved in trade, manufacturing, and logistics, which rely heavily on storage and distribution facilities close to transport hubs. The new development covers nearly 340,000 sqft in total.

"The expansion is part of ongoing work to improve infrastructure and keep up with the needs of businesses that are widening their regional and global operations. The focus is on providing facilities that can help companies set up quickly and scale operations without delays," said Saud Salim Al Mazrouei, Director, SAIF Zone.

Each of the new warehouses is designed to support modern business



Saud Salim Al Mazrouei
Director
SAIF Zone


The design includes features that aim to reduce energy use and support more efficient operations

requirements. The units come with built-in office space, loading bays for trucks, and upgraded power supply systems. These features

are intended to make daily operations smoother for companies that manage goods movement, packaging, or light manufacturing inside the free zone.

The warehouses vary in size, with each unit offering up to 6,500 sqft of space. This makes them suitable for small and mid-sized businesses that need flexible storage options without investing in large standalone facilities. The design includes features that aim to reduce energy use and support more efficient building operations, in line with current construction standards used in industrial zones.

It was in response to the demand for highly efficient storage and logistics solutions from companies operating across various sectors. Businesses are looking for locations that offer storage and easy access to transport routes, including airports and major highways, Al Mazrouei added.

The 'U2' expansion will increase capacity by offering options for firms that need integrated logistics solutions. It reflects a trend in the UAE's industrial zones, where authorities are continuing to expand infrastructure to attract investment in the logistics sector. 


'U2 EXPANSION'

- ❖ 340,000 sqft of new warehousing space created
- ❖ Total warehouse count reaches as many as 2,500 units
- ❖ Each unit offers up to 6,500 sqft space
- ❖ Each unit includes offices, loading bays, and utilities
- ❖ Aims to boost supply chain capacity and efficiency



CEPA cements stronger Oman–India trade ties

Trade and logistics between the Sultanate of Oman and India is going to see a new phase with the CEPA agreement. Aimed at making the movement of goods and services between the two countries faster and less expensive, this partnership is likely to streamline trade movement and reduce costs.

 CT Bureau

Oman holds a strong position as India’s second-largest trading partner in the region. Trade between the two nations reached US\$ 11.18 billion in 2025–26, a little higher than the previous year. With the new agreement in place, business on both sides is likely to explore more access into each other’s markets.

Nearly 99.38 per cent of Indian exports to the

Sultanate of Oman will now get duty-free access. This is likely to directly support exporters in various sectors, such as agriculture, textiles, and gems and jewellery, where even small cost changes can affect competitiveness in the international markets.

Apart from this, the Sultanate has also opened full duty-free access across 945 textile and apparel tariff lines, removing the existing 5 per cent duty.

This is expected to improve the competitiveness of Indian garments, fabrics, and made-ups in the Omani market, where demand for value-added and design-driven products continues to grow.

Oman has opened duty-free access across 945 textile and apparel tariff lines, removing 5 per cent duty

Handicrafts have also been brought under duty-free access, which is highly expected to support Indian artisans and small exporters, particularly those dependent on the Middle East markets for steady demand. The development is expected to give a push to micro, small and medium-sized exports.

EASIER TRADE

The pact covers services, investment, and movement of professionals. It includes steps to reduce non-tariff barriers, such as lengthy documentation and regulatory checks, which slow down shipments and increase costs. The framework introduces a digital certificate of origin system, allowing electronic exchange of trade documents between the two nations likely to reduce paperwork, cut transaction time, and improve the speed of customs clearance.

Piyush Goyal, Minister of Commerce and Industry, Government of India, said, “The pact will be a force multiplier in the Middle East region.”

The timing of the agreement reflects a shift in international trade, where countries are looking to diversify supply chains and reduce dependence on single markets.



Highlights

- 99.38% of Indian exports get duty-free access
- 945 textile & apparel tariff lines opened
- Handicrafts included under zero duty
- Covers goods, services, professionals

Trade impact

- Easier market access for exporters
- Boost for textiles, gems, handicrafts, MSMEs
- Faster customs via digital documentation
- Wider GCC trade connectivity expected

Kale Logistics, e-Smart join hands to enhance visibility

Air cargo is being shaped by the need for precise, real-time visibility as global trade patterns become more complex. In response, Kale Logistics Solutions and e-Smart Logistics have joined hands to improve how airlines track and manage air cargo, particularly e-commerce and high-value shipments.

 CT Bureau

At the centre of the agreement by Kale Logistics and e-Smart is a shift from tracking shipments at a broad level to tracking them at a much more detailed level. The firms plan to enable visibility at package level and at the level of individual stock keeping units (SKUs). This means that airlines and logistics operators can follow each item accurately from origin to delivery.

This change is being driven by the growth of e-commerce and the increasing movement of high-value and sensitive goods. These shipments often require tighter control, faster updates, and clearer accountability. Products, such as healthcare, electronics, automotive parts, and aerospace components can be dependent on accurate tracking in a bid to avoid delays or losses.

Today, air cargo networks often involve multiple systems, carriers, and handling partners. This can create gaps in visibility, where information is not always updated in real-time. The partnership aims to reduce these gaps by linking systems so that data flows more smoothly across different stages of transport.

“E-commerce and high-value shipments continue to be growing verticals for the air cargo industry and shippers are demanding more



Amar More
Co-founder and CEO
Kale Logistics Solutions


This partnership provides airlines with the tools to better their portfolios, allowing them to compete

visibility for each package,” highlighted Amar More, Co-founder and Chief

Executive Officer, Kale Logistics Solutions.

“This partnership provides various airlines with the tools to enhance their product portfolios, allowing them to compete for traffic by offering the piece and parcel-level visibility demanded and the service quality shippers expect.”

A significant part is the use of Kale’s AvSys platform, which supports tracking at a detailed level and helps the airlines meet operational requirements. In aviation and logistics, compliance rules are becoming stricter, and operators are expected to show exactly what is being carried on each flight. The firms stated that airlines will be able to manage shipments with more control and accuracy. This will allow carriers to offer more specialised services for e-commerce customers who expect constant

updates and end-to-end tracking. The wider industry is moving in this direction as global trade becomes faster and more fragmented. Instead of handling fewer large shipments, airlines are now dealing with a higher volume of parcels. 

QUICK FACTS

- ❖ Aims to remove visibility gaps across supply chains
- ❖ Helps airlines offer more transparent, data-led services
- ❖ Supports compliance and operational control through digital tracking
- ❖ Reflects shift toward faster, more complex cargo flows



(Left to right) Jacques Heeremans, Co-founder, e-Smart Logistics; Sahil Deshpande, General Manager, Sales, Kale Logistics Solutions, and Stan Wraight, Co-founder, e-Smart Logistics

Land lease deals to **improve cargo linkage** in Fujairah

The way goods move through a region depends on how well transport and business hubs are connected. In Fujairah, efforts to strengthen these links take a turn after Fujairah Terminals signed three land lease pacts with Fujairah International Airport, Fujairah Free Zone Authority, and Al Dahra Agriculture Trading.



Officers of Fujairah International Airport, Fujairah Free Zone Authority, and Al Dahra Agriculture Trading sign a partnership agreement

CT Bureau

By bringing airport, free zone, and trading-related land use into a closer network, the plan is to reduce delays in cargo transfers and make better use of existing infrastructure in the emirate. Covering an area of 130,000 sqm, the move will support logistics and industrial activities connected to the

port and create smoother cargo movement between sea, air, and land systems.

By expanding partnerships across logistics, infrastructure, and key industries, supply chain resilience will be enhanced, and support will be extended for continued growth and diversification of the trade ecosystem of Fujairah.

The agreement brings coordination between different organisations working in Fujairah’s trade system. The cooperation will help create a connected environment for investors and businesses operating in the area, while supporting efforts to improve supply chain stability and the movement of goods.

Fujairah Terminals operates as a multi-purpose maritime hub handling container cargo, general cargo, Ro-Ro, and cruise operations. It is part of the wider

AD Ports Group network that connects ports, free zones, and logistics services across the UAE.

The agreement points to more integrated use of land and infrastructure in Fujairah’s trade network

The new land leases are likely to improve coordination between facilities and support faster flow of goods within the eastern region.

This development reflects efforts in Fujairah to link transport infrastructure more closely with industrial activity. Fujairah’s position on the east coast already connects it to shipping routes serving the Indian subcontinent,

East Africa, and the Red Sea. Strengthening links between port, airport, and free zone areas is expected to reduce transfer times and improve how goods are handled from import to storage and redistribution. It also supports diversification of economic activity beyond core port functions.

The agreement points to a more integrated use of land and infrastructure in Fujairah’s trade network.



Hellmann's automotive hub to open in Jafza

Hellmann Worldwide Logistics has started construction of a dedicated automotive logistics hub in the Jebel Ali Free Zone (Jafza) in Dubai, marking an addition to the region's supply chain infrastructure focused on vehicle spare parts. The move reflects rising demand for more efficient automotive logistics.



CT Bureau

The logistics hub is being developed as a built-to-suit project by INDU Logistics and will operate within Jafza, one of the UAE's key industrial and re-export zones. Once completed, the site will span about 28,000 sqm and will be used mainly for storage and distribution of automotive spare parts.

The hub is designed to handle different types of inventories, including high-density small parts stored in bins, palletised goods, and larger automotive components that need special handling. It is likely to support shipments moving across the GCC and selected markets in Africa and beyond.

The project comes as the demand for automotive logistics continues to grow in the Gulf, supported by rising vehicle

ownership, expanding after sales networks, and the need for faster spare parts delivery. Industry estimates suggest the sector could grow at 4 to 6 per cent annually by 2030. This has increased pressure on logistics providers to build closer, more specialised storage and distribution points rather than relying only on general-purpose warehouses.

The project comes as the demand for automotive logistics continues to grow in the Gulf

"The UAE is an important market within our global network. By establishing this dedicated automotive hub in Jafza, we are expanding our regional



Lee I'Ons
Regional CEO IMEA
Hellmann Worldwide Logistics

capabilities and creating scalable, industry-focused infrastructure. This enables us to deliver competitive, high-performance logistics solutions," said Lee I'Ons, Regional CEO IMEA, Hellmann Worldwide Logistics.

The UAE plays a central role in this network due to its location between Asia, Europe, and Africa, as well as its established transport infrastructure. Jafza, operated by DP World, is a major logistics hub that links

sea, air, and land cargo flows through Dubai's trade system. The new facility is planned to support existing customers and provide room for future demand. The focus is on improving the speed and reliability of spare parts, which is critical for vehicle servicing and reducing downtime across dealerships. The development reflects a shift in logistics planning where firms are building sector-specific facilities to manage complex supply chains.



FedEx, Dubai Chamber push predictive logistics

Dubai Chamber of Commerce and FedEx have been working together to help companies better understand how to manage changes in international trade and shipping, with a focus on improving resilience, flexibility, and the smooth movement of goods across supply chains.



CT Bureau

The collaboration is helping firms rethink traditional logistics models by shifting away from reliance on single shipping routes. Instead, more businesses are now using a mix of air, sea, and road transport to improve flexibility and reduce the impact of route-specific delays. This approach is helping maintain continuity in trade movement and improve overall delivery performance.

“Global trade is more dynamic and less predictable than ever. The advantage today lies in intelligent, connected logistics networks that provide real-time visibility and enable faster, more confident decisions,” said Sammy Bousaba, MD Sales, MEIA, FedEx Express.

A key development is the growing use of real-time tracking systems and digital tools. These are giving companies clearer



Sammy Bousaba
MD Sales, MEIA
FedEx Express

Predictive tools are being used to anticipate possible bottlenecks and optimise ops in advance

visibility of shipments, allowing them to respond faster when conditions change and adjust routing decisions more effectively.

For time-sensitive cargo, this improved visibility is helping reduce delays and improve predictability.

There is a stronger focus on data-driven planning. Predictive tools and analytics are being used to anticipate possible bottlenecks and optimise logistics operations in advance. This is making supply chain management (SCM) more proactive and better prepared for changing conditions.

For businesses involved in daily cargo movement, these changes are improving reliability and coordination. Better information flow between partners helps reduce uncertainty and supports smoother operations across different transport modes.

The established logistics infrastructure of Dubai continues to play a significant role in enabling these improvements.

The overall direction highlighted through this engagement shows a shift towards more connected, flexible, and resilient supply chains that can better support international trade.

TRADE SHIFT

- ❖ Multi-route logistics replacing single-route dependency
- ❖ Real-time tracking improving visibility and speed
- ❖ Predictive tools supporting faster planning
- ❖ Data sharing improves coordination
- ❖ Dubai infra enables smoother trade flows

Asyad eyes trade corridors, acquires two Uzbek firms

With supply chains continuing to evolve and new corridors gaining importance, Central Asia is emerging as a link between the East and the West. In this backdrop, Asyad Group has acquired a stake in two Uzbekistan logistics firms, strengthening cargo links between Central Asia, the Middle East, China, and Europe.



CT Bureau

The deal includes stakes in Universal Logistics Services (ULS) and Highway Logistics Centre (HLC), two major logistics platforms in Uzbekistan. The transaction was completed in partnership with Orient Group and the Uzbek-Oman Investment Company (UzOman).

The move gives Asyad Group access to key freight and warehousing facilities in Tashkent, helping it connect with inland cargo networks in Central Asia with Oman's ports and logistics infrastructure. The firms stated that the acquired assets handle around a quarter of Uzbekistan's railway container traffic and have a significant share of the country's premium warehousing market.

The acquisition comes as Central Asia gains importance as a trade and transit route between Asia, Europe, and the Gulf region. Uzbekistan has seen growing investment in

transport and logistics as trade volumes increase and supply chains diversify.

"This investment marks an advancement in Asyad Group's expansion journey, establishing our operational foothold in Central Asia and creating a logistics bridge between Oman and the region's fastest-growing markets. By securing ownership of key dry port assets in Uzbekistan, we are positioned to integrate rail and

For the logistics sector, the deal could improve cargo flow between Central Asia and the global markets

road transport, warehousing, customs clearance, and last-mile delivery with our port operations in Oman," said Abdulrahman Salim Al Hatmi, Group CEO, Asyad Group.



Abdulrahman Salim Al Hatmi
Group CEO
Asyad Group

For the logistics sector, the deal could improve cargo flow between Central Asia and global markets by creating more direct multimodal transport options that combine road, rail, and sea services. It is also expected to support faster movement of exports and imports through established trade corridors.

The investment aligns with Oman's efforts to expand its role in regional and global logistics. By securing logistics assets in Uzbekistan, Asyad Group gains a foothold in a fast-growing market, while

creating new opportunities to route cargo through Omani ports. Al Hatmi added, "The acquisition of Uzbekistan firms would help create new cargo flows and increase the use of the company's port infrastructure through a more integrated multimodal logistics network."

Logistics connections between the two nations will encourage trade, improve regional connectivity, and support the development of new supply chain routes across Central Asia and the Gulf region. 📍



Global leaders meet to shape air cargo future

TIACA Executive Summit 2026 brought together experts and stakeholders to discuss its future direction. Hosted by LOT Polish Airlines and Port Polska, the summit shows the need for the air cargo industry to act faster, and use better systems, as international trade keeps changing.





Powering smarter trade and **faster logistics**

A new Centre of Excellence is in place to support trade and the logistics sector. Dubai Customs along with the University of Dubai has launched the CoE as a research and knowledge hub. It aims to improve trade processes and logistics operations through collaboration between industry and academia.



New **land bridge** strengthens Europe—GCC cargo operations

Rhenus Logistics has activated a new land corridor through Jordan, linking Europe and Türkiye with key Gulf markets. Rising trade activity between Europe and the Gulf is driving demand for faster and more flexible transport solutions, prompting logistics providers to expand their routing options across the region.

 CT Bureau

The land corridor links cargo flows to destinations, including the UAE, the Kingdom of Saudi Arabia, Kuwait, Qatar, Bahrain, and Oman. By adding another transport option between Europe and the GCC, the route is designed to support growing volumes and provide businesses with flexibility in moving goods across various markets.

The development reflects a wider trend in the logistics sector where firms are building more diverse transport networks to support changing trade patterns. As trade between Europe and the region grows, alternative land and multimodal corridors are playing a vital role in linking manufacturers, distributors, and end markets.

“Customers are looking for reliable alternatives as traditional routes face pressure,” said Habeeb Kunhipurayil, Regional Manager Air & Ocean Middle East, Rhenus Logistics. “By establishing this corridor, we can offer a stable and scalable solution that keeps goods moving between Europe and the Middle East.”



Habeeb Kunhipurayil
Regional Manager Air & Ocean
Middle East, Rhenus Logistics

For the industry, the significance of such corridors lies in the connectivity they bring to regional trade networks

FASTER TRANSIT

The company stated that it has moved 190,000 kg of cargo through the corridor within the first month of operation, handling about 10 truckloads of shipments. The route supports a range of cargo types, which include general and temperature-controlled freight.

Transit times are estimated at 10 to 13 days from Türkiye and 19 to 22 days from Europe, depending on the border procedures and operational conditions. The corridor combines road transport with multimodal connections, offering more flexibility for different shipment needs.

For the logistics industry, the significance of such corridors lies in the connectivity they bring to regional trade networks. New transport links can help improve cargo flows between Europe and the Gulf, offer more routing choices for shippers and support the movement of goods across key trade lanes. As supply chains become interlinked, expanding the corridors is emerging as a way to support trade growth and fortify regional logistics links. 

AT A GLANCE

- ❖ Connects Europe and Türkiye with GCC markets
- ❖ 190,000 kg moved in the first month
- ❖ Transit: 10–13 days (Türkiye), 19–22 days (Europe)
- ❖ Supports general and refrigerated cargo
- ❖ Shipment between France–Dubai completed in about 18 days



Upcoming Events

JULY

- 8-9 ASEAN Ports and Logistics**
Johor Bahru, Malaysia
- 8-10 AMTS 2025 - Shanghai International Automotive Manufacturing Technology & Material Show**
Shanghai, China
- 19-21 Gartner Supply Chain Leaders Forum**
Windsor, UK
- 20-24 Farnborough International Airshow**
Farnborough, UK

AUGUST

- 5-6 Jarrett Supply Chain Summit 2026**
TBD
- 5-7 Batam Logistics, Transport & Packaging Expo**
Batam, Indonesia
- 6-8 Vietnam International Logistics Exhibition 2026**
Ho Chi Minh City, Vietnam
- 26-28 Shenzhen International Logistics and Supply Chain Fair**
Shenzhen, China
- 27-29 Indonesia International Logistics Exhibition**
Jakarta, Indonesia
- 30 Aug Big 5 Construct Saudi -2 Sept & Heavy Logistics**
Saudi Arabia

SEPTEMBER

- 8-10 ACE Air Cargo Event**
Liège, Belgium
- 29-30 Supply Chain Europe**
Amsterdam, Netherlands
- 29 Sept WCA Specialty -2 Oct Logistics Conference**
Bangkok, Thailand

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

GWC Group rewires GCC cargo flows

GWC Group started a multimodal logistics network across various transport modes to keep goods moving across the GCC. With a wave of shifting patterns, the method has strengthened regional connectivity across key markets.



The company used a combination of transport corridors to avoid delays and maintain supply flow. An important part of the response was a sea corridor supported by dedicated vessel capacity into the GCC. Products were then moved through warehousing hubs in Oman and Jeddah before being distributed onward to Qatar, the UAE, Bahrain, and Saudi Arabia using road transport.

The company launched an air-to-land route through Riyadh. This connected air freight with bonded trucking services in the KSA, allowing faster movement of essential cargo, especially food shipments, into Qatar despite limited air capacity.

“We activated three corridors and built end-to-end supply chains in real-time — leveraging our warehousing needs in Oman and Jeddah, bonded land network through Saudi Arabia, and regional reach into the UAE to move essentials into Qatar and onward across the GCC countries,” said



Sheikh Abdulla Bin Fahad Bin Jassim Bin Jaber Al Thani
Managing Director
GWC Group

This system allowed air cargo to move smoothly across the borders by reducing customs delays

Sheikh Abdulla Bin Fahad Bin Jassim Bin Jaber Al Thani, Managing Director, GWC Group.

For the first time, the company operated a TIR-enabled air-to-land corridor through the Hamad

International Airport in Doha. This system allowed cargo arriving by air to move smoothly across the borders by reducing customs delays and improving coordination across the GCC countries. Doha also worked as a redistribution point for shipments passing through the region.

These corridors created a flexible supply chain that could switch between sea, air, and road transport depending on the conditions. The setup helped maintain steady movement of essential goods even when the normal trade routes were affected.

The approach highlighted how the logistics networks in the GCC are becoming more connected and adaptable, with multiple entry points and backup routes. It also shows the growing role of hubs, such as Jeddah, Riyadh, Oman, and Doha in supporting regional trade flows.



Saudia Cargo, Tibah Airports to improve cargo growth

Saudia Cargo and Tibah Airports have signed a pact to improve cargo operations at Prince Mohammad Bin Abdulaziz International Airport. The pact includes cooperation on cargo handling, operational planning, customer services, and incentives aimed at increasing cargo movement through the airport. The partnership is likely to support cargo growth in Medina by improving coordination between the airport operator and cargo carrier.



Sharjah starts Oman land corridor, Sohar first stop



Sharjah has started a new land-based logistics corridor with Oman and sent its first cargo shipments to Sohar Port. The route links Sharjah ports with Omani ports through border crossings, allowing cargo to move faster between

the two sides. Shipments began on 14 May from Port Khalid through Khatmat Malaha, marking the start of full operations. The corridor connects Sharjah with Omani ports, including Sohar, Duqm, and Salalah Port. It works through borders, such as Khatmat Malaha and Al Madam, where customs clearance can now be completed. This removes extra handling steps, reduces waiting time, and lowers transport costs for companies. The system uses fast-track lanes, pre-submitted data, and real-time coordination between the UAE and Omani customs.

Riyadh Cargo adds partners in UAE, Egypt, India



Riyadh Cargo has appointed new GSSA partners in Egypt, India, and the UAE as part of its global network expansion. The move adds to its existing presence across the KSA, the UK, Pakistan, Sri Lanka, the Maldives, and Bangladesh, strengthening its global reach. GSSA partners help airlines manage cargo sales, bookings, and customer service in different markets. Riyadh Cargo can improve access to these markets without setting up full cargo operations. This helps the airline increase cargo volumes and link more trade routes.

Lalamove expands inter-emirate logistics

Lalamove, a leading on-demand delivery platform, has expanded its logistics network in the UAE with new freight services and increased vehicle capacity to support business deliveries across all seven emirates, said Ashvin Nair, MD, Lalamove UAE. The update includes larger trucks and shared cargo options aimed at improving goods flow for SMBs. The platform has moved from a Dubai-only service to a nationwide logistics network, increasing coverage, and delivery reach across the country. It now handles a range of shipments, from small parcels to bulk commercial goods moving between



emirates. The platform has seen growth in delivery demand over the past year, with more businesses relying on on-demand logistics for daily operations.

Kuwait approves new rail route to Saudi Arabia

Kuwait has approved land allocation and a railway route connecting it with Saudi Arabia, moving the cross-border GCC rail project a step forward. The move supports the wider GCC rail plan, which aims to build a freight rail network linking member states through a common corridor. The Kuwait section will run about 111 km from Shadadiyah near Kuwait City to the border at Nuwaiseeb, where it will link with the KSA network. The project is likely to improve regional cargo flow by creating a direct land transport corridor between Kuwait and Saudi Arabia. This can reduce dependence on road transport, lower transit time, and improve cross-border cargo movement. 🚂



Miami–Bogotá–Virus Viru route by Avianca Cargo

Avianca Cargo has started scheduled cargo flights to Virus Viru International Airport in Santa Cruz de la Sierra, Bolivia. “At Avianca Cargo, we continue to invest in the development of new markets, consolidating a network that drives more efficient connections between the Americas and the world,” said Diogo Elias, CEO, Avianca Cargo. “The opening of this operation to Bolivia is vital for us, as it strengthens the country’s connectivity and directly contributes to the dynamism of its foreign trade.”



Air Hong Kong to add leased A330 freighter in Q4

Air Hong Kong will add a converted Airbus A330F to its fleet in the Q4 of 2026 under a long-term lease agreement with Cargo Aircraft Management. The aircraft will be used mainly on routes to mainland China and other destinations, giving the carrier extra cargo capacity as demand for regional freight services grows. The airline operates a fleet of 14 Airbus A330Fs after retiring its older A300-600F aircraft last year. The new aircraft will increase fleet capacity and support more cargo movements across regional markets. The additional freighter is expected to strengthen Air Hong Kong’s regional operations and provide flexibility for cargo services within Asia. It



will also support the wider cargo growth plans of Cathay Group. It is expanding its freighter fleet in response to increasing air freight demand.

DSV launches new route for transport of medicines



DSV has launched a new pharmaceutical route between Luxembourg Airport and Indianapolis International Airport to improve temperature-controlled transport for medicines. Kenneth Källström, Executive Vice President and Global Head of Healthcare at DSV, said, “The DSV Indianapolis operations will play a pivotal role in the global Air Thermo-Direct Healthcare Network, enhancing end-to-end visibility and control across pharma manufacturing regions in the USA, Europe, the Americas, and Asia-Pacific.”

Aviator Airport Alliance inks Icelandair handling deal

Aviator Airport Alliance has signed a three-year agreement with Icelandair to provide handling and de-icing services in Norway, said Peter Stackeryd, Managing Director, Aviator Airport Alliance. The contract covers operations at Bergen Airport and Tromsø Airport, marking a new partnership between the two firms in the region. Aviator will manage up to seven weekly aircraft turnarounds in Bergen during the summer and two per week



in winter. In Tromsø, it will handle two weekly turnarounds during the winter. The services include handling and de-icing to ensure safe winter ops in northern airports. “We look forward to delivering quality and on-time performance for its passengers,” he added.

Swisslog wins second Magnavale frozen warehouse deal

Swisslog will build a second automated frozen warehouse for Magnavale in Avonmouth, Bristol, the UK. The project is part of a wider plan to expand frozen storage capacity across the UK and Europe using high-bay automated systems. The new facility will store frozen goods at very low temperatures and use automated cranes and conveyor systems to move pallets. It is designed to handle large volumes of food and other frozen products with less manual work. This can help speed up storage and delivery processes in cold supply chains. The project follows an earlier warehouse built by Swisslog for Magnavale in Lincolnshire, which is already running.

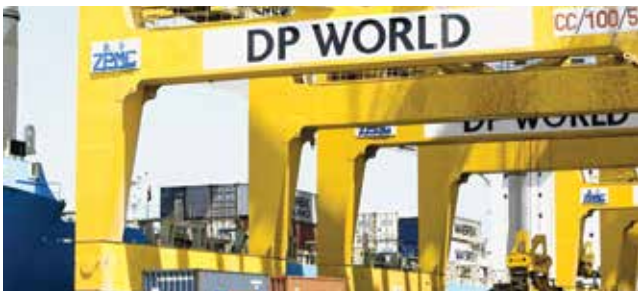


FCS opens pharma centre at Frankfurt Airport

Frankfurt Cargo Services has opened a new pharma handling centre at Frankfurt Airport to manage temperature-controlled cargo efficiently, said Thomas Schürmann, MD, Frankfurt Cargo Services. The facility is certified for pharma standards and hikes the company's capacity to handle medicines and healthcare products. The new centre brings all pharma ops into one space, including receiving, storage, and pallet handling. This reduces movement inside the airport and removes the need for goods to pass through non-controlled areas.



DP World invests in expanding Caucedo hub



DP World will invest US\$ 100 million to expand logistics and warehousing capacity at its Free Trade Zone in Caucedo, Dominican Republic, said Morten Johansen, COO, DP World in the Americas. The project will add new storage and distribution infrastructure and improve the movement of goods through the port and surrounding logistics zone. The expansion is part of a plan to fortify Caucedo as a regional trade hub connecting manufacturing, warehousing, and shipping services. It is expected to improve cargo flow efficiency.

LATAM Cargo launches new freighter route

LATAM Cargo Chile has started a new weekly freighter service between Frankfurt and Antofagasta in northern Chile, said Jorge Carretero, Cargo Sales Director for Europe, LATAM



Cargo. The route is dedicated to cargo and began operations recently, adding a direct link between Europe and a key mining region in Chile. The service provides 25 tonnes of weekly capacity and is aimed mainly at mining and industrial shipments. It reduces the need to route goods through Santiago, which can shorten transit times and cut handling steps for time-sensitive cargo. The airline will improve supply chain reliability for industries that depend on regular imports.

Ostend Airport hosts electric cargo aircraft demo

An electric cargo aircraft completed a demonstration flight at Ostend-Bruges Airport as part of efforts to test low-emission air cargo operations in the Benelux region, said Nathan De Valck, Chief Executive, Ostend-Bruges and Antwerp Airport. The flight used a Beta Alia CX300 aircraft and formed part of a series of operational trials across airports in the Netherlands and Belgium. The aircraft can carry up to 560 kg of cargo and has a range of up to 600 km. The tests are aimed at assessing how electric aircraft could be used for short-haul cargo services, particularly for urgent shipments that require



fast and reliable delivery. Regional airports are seen as suitable locations for testing new aviation technology because of their operational flexibility and available infrastructure.

Kuehne+Nagel adds Frankfurt to its freighter network

Kuehne+Nagel has expanded its air freight network by adding Frankfurt, thus strengthening cargo connectivity between North America, Europe, and Asia, said Martin Schaefer, SVP, Air Logistics Germany, Kuehne+Nagel. The move introduces a weekly Chicago–Frankfurt–Atlanta routing and increases capacity for time-sensitive shipments moving across major trade lanes. The addition of Frankfurt is likely to improve connectivity for pharma, semiconductor, aerospace, and high-tech cargo. The link between Frankfurt and Chicago connects two major healthcare and manufacturing centres, helping speed up the movement of critical shipments. 🚚



Movements



SAL SAUDI LOGISTICS SERVICES Saudi Arabia

Amer AbuObeid has been promoted to Deputy Group Chief Executive Officer at SAL Saudi Logistics Services. In his new role, AbuObeid will help advance SAL's expansion strategy, enhance service capabilities, and support its long-term growth across the logistics and the supply chain industry.



ASMO Saudi Arabia

Nico Schuetz has been appointed Chief Executive Officer, at ASMO, a JV between Saudi Aramco and DHL. In his new role, he will strengthen ASMO's operational footprint, build partnerships, and support ASMO's expansion as it scales logistics and procurement services for the energy, chemical, and industrial sectors.



LOGNET GLOBAL CECILIA MARKEZ Florida

Cecilia Markez has been appointed MD at Lognet Global. She will back the firm's growth, enhance member engagement, and fortify its position within the logistics and forwarding ecosystem. She will also lead the network's membership community, with a focus on fortifying collaboration and expanding partnerships.



GEODIS France

Eric Gerbi has been appointed Executive Vice President at GEODIS. In his new role, he will focus on strengthening global freight forwarding ops and driving growth. He will also join the Group's executive board, chaired by Marie-Christine Lombard, Chief Executive. Gerbi has been with GEODIS for 15 years and recently served as CFO.



ARAMEX Dubai

Archer Fu has been appointed Senior Vice President, East, at Aramex. In his new role, he will strengthen Aramex's regional presence, advance digital capabilities, and support the company's growth across key trade and logistics markets. Fu will also lead Aramex's growth across Oceania, North Asia, and Southeast Asia.



RSA GLOBAL Dubai

Jason Ashbrook has been appointed Vice President, Commercial & Growth, RSA Global. In his new role, he will focus on fortifying commercial capabilities, enhancing customer value creation, and supporting the firm's long-term growth. He will support the firm's commercial expansion and growth as it continues to scale its integrated logistics.



KING SALMAN INTERNATIONAL AIRPORT Saudi Arabia

Ghariba Ahmed Suleiman has been promoted to Director, Cargo & Logistics Partnerships at the King Salman International Airport. Suleiman will also focus on expanding partnerships, enhancing air cargo connectivity, and supporting the growth of KSA's logistics and supply chain ecosystem.



AJEX Saudi Arabia

Sebastian Sommer has been appointed Chief Logistics Officer at AJEX Logistics Services. He will support AJEX's regional expansion, strengthen operational capabilities, and enhance service quality across logistics and supply chains. Sommer will also lead the company's logistics division, overseeing its B2B logistics pallet network. 🇸🇦

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