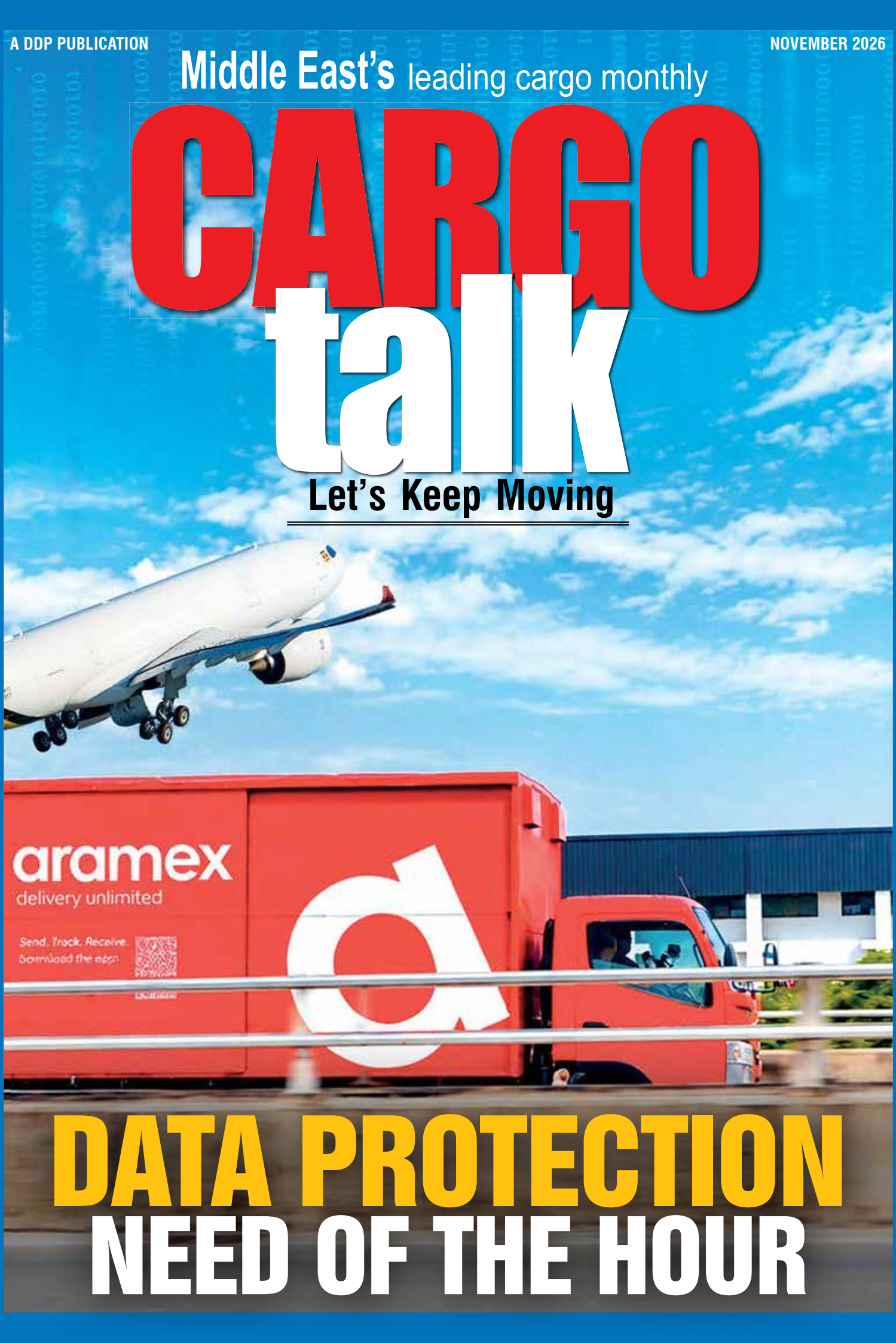
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SECURING CARGO CHAINS against cyber threats

As air cargo becomes more linked, the risks are no longer limited to the physical movement of goods. Every booking, shipment update, and data exchange creates a need for protection. The challenge is to keep cargo moving safely and smoothly while protecting the information that keeps the supply chain running.



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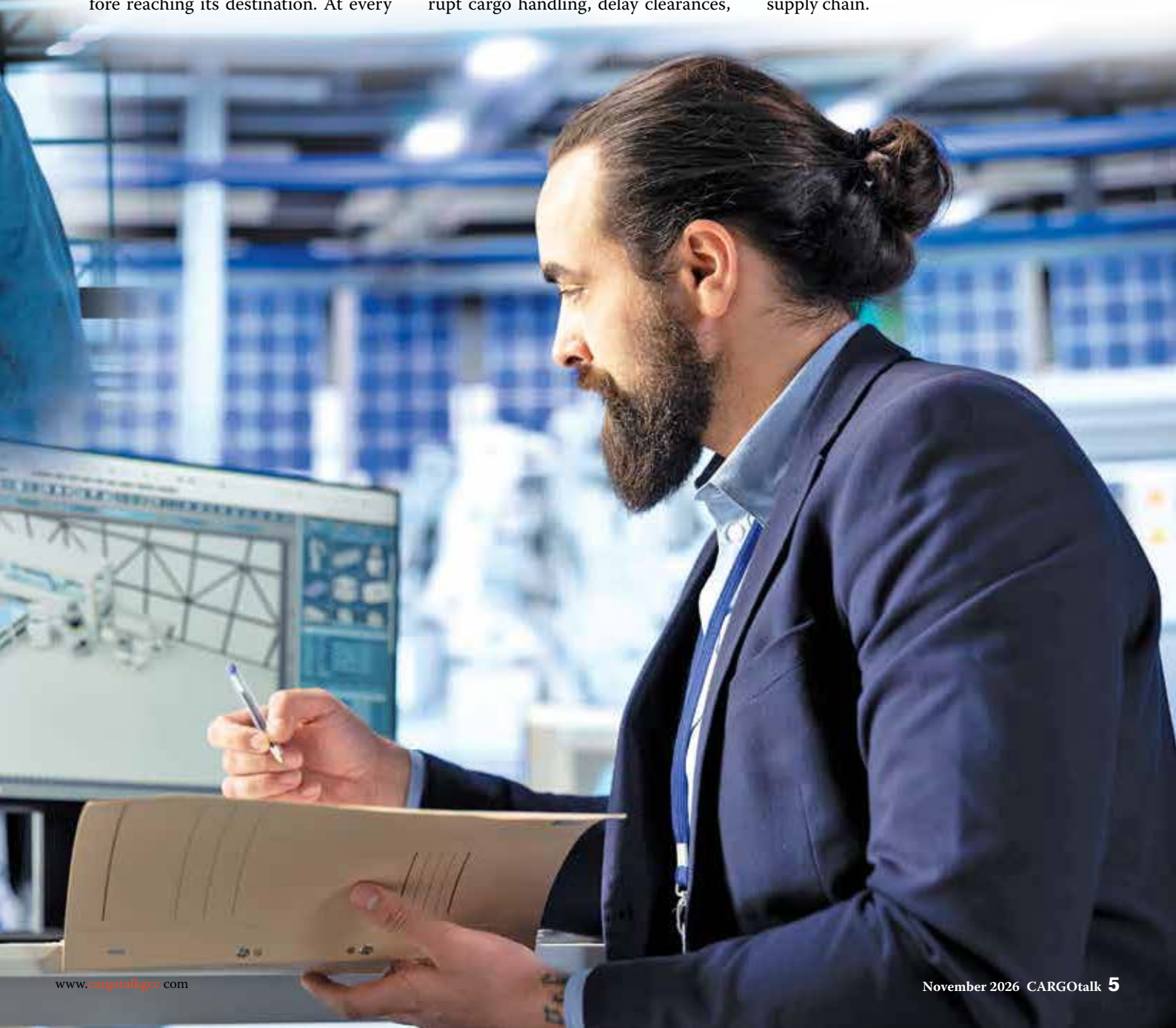
Air cargo depends on more than aircraft, warehouses, and people. It relies on data moving safely between airlines, freight forwarders, ground handlers, and other partners. As digital systems take on a vital role in bookings, handling, tracking, and customs clearance, cyber security becomes a crucial part of daily operations. A single breach can expose sensitive information, delay shipments, and affect customer trust. The industry is responding through access controls, secure data sharing, continuous monitoring, and smarter threat detection. The focus is not only on preventing attacks, but also on keeping cargo operations running.

A shipment may move across nations, pass through several warehouses, and involve different partners before reaching its destination. At every stage, data helps keep the process on track. Bookings, customs documents, tracking updates, and cargo handling systems — all depend on accurate information being shared.

As digital systems take on a role in bookings, handling, tracking, and customs clearance, cyber security becomes a crucial part of daily operations

As air cargo becomes more digital, protecting this information is as crucial as protecting the cargo. A cyberattack can do more than expose customer details; it can interrupt cargo handling, delay clearances, affect flight readiness, and put business relationships at risk.

For airlines, freight forwarders and logistics providers, cyber security is becoming part of daily operations rather than a separate technology concern. Firms are fortifying access controls, encrypting sensitive data, monitoring systems for unusual activity, and checking the security practices of their partners. AI helps identify suspicious patterns and possible threats. At the same time, secure system design and clear rules on data sharing are becoming essential as more businesses connect their platforms. The challenge is to make digital processes faster and more efficient without creating new risks. Industry leaders are now looking at how technology, people, and shared responsibility can work together to protect air cargo operations and maintain trust across the supply chain.



Disruption impacts routing, deliveries



Francoise Russo
Chief Digital and Technology Officer
Aramex

At Aramex, automated systems powered by PLCs, scanners, sensors, cameras, and dimensioning technologies are critical. Any disruption can impact routing, deliveries, customer experience, and costs. Protection includes dedicated security controls, access governance, monitoring, and advanced threat detection integrated into the global cyber security command centre. At Aramex, AI strengthens warehouse security through adversarial exposure validation.

> *"Protection includes isolated networks, security controls, access governance, vulnerability management, and monitoring."*

Shippers must not share sensitive information



Aaron Smith
CEO
ACI Logistics

Commercial invoices, customer pricing, consignee details, and shipment manifests need protection, along with sensitive cargo data like Hazmat and high-value consignments. Forwarders limit the information shared with each platform, encrypt data in transit, use role-based logins with multi-factor authentication, and audit activity to keep information secure across systems. Access to sensitive information follows a need-to-know approach. APIs and standardised data formats allow systems to exchange information.

> *"Secure APIs and standardised data formats allow systems to exchange information while reducing manual handling and errors."*



AI, ML provide warnings of potential threats



Martin Bremen
Managing Director
DIMOS FZCO

AI and ML can analyse operational data, identify abnormal patterns and provide early warning of potential cyber threats. In automated cargo environments, combining intelligent monitoring with secure automation architectures helps detect anomalies faster, reduce response times, and strengthen resilience while maintaining the availability of handling operations. Cyber security must be built into automation architecture with secure interfaces, system hardening, lifecycle planning for updates, and vulnerability management.

> *"Cyber security must be built with secure interfaces, system hardening, and lifecycle planning for updates."*

High-value cargo, Hazmat need protection



Jo Ann Ignacio
Commercial Manager
KS Global Logistics

High-value goods, pharma, Hazmat, and defence-related cargo require strict controls. Customer pricing, contracts, and consignee details must be protected. Forwarders manage this information by sharing what each party needs, encrypting data in transit, reducing the use of spreadsheets and manual data entry. Access to sensitive shipment information depends on roles and responsibilities. Staff see only the shipments they handle, while partners have limited access. Permissions are reviewed regularly.

> *"Access to sensitive shipment information depends on roles and responsibilities. Permissions are reviewed regularly."*

Protection needed for aircraft loading



Fitsum Abadi
Managing Director, Cargo
Kenya Airways

Air cargo digitalisation has made cyber security a priority. It is now embedded across booking, cargo processing, data exchange, tracking, and compliance workflows, ensuring resilience, continuity, and supply chain integrity. The highest protection is required for shipment documentation, customs data, cargo acceptance, warehouse interfaces, and aircraft loading systems. These processes exchange sensitive commercial, regulatory, and security information and influence cargo clearance, operational safety, and traceability.

> *"Cyber security is a priority. It is embedded across booking, processing, data exchange, tracking, and compliance workflows."*



Road freight increases exposure to cyber threats



Rizwan Kareem
Director – Air Freight Operations, ATS World

Digitalisation has improved visibility, efficiency, and accountability in road freight, but it increases exposure to cyber threats. Transport systems, GPS, telematics, and electronic documentation require robust access controls, data encryption, secure system integration, and regular monitoring. Cyber security is a must to protect shipment data, prevent fraud, and maintain operational continuity. We prioritise verified user identities multi-factor authentication, secure data exchange, and regular software updates.

> *"We prioritise verified user identities multi-factor authentication, secure data exchange, and regular software updates."*

Build cyber security into every workflow



Matthieu Petot
Founder and CEO CargoAi

AI detects activity by identifying changes in a user's company domain or booking patterns when they move to another freight forwarder. CargoAi's system automatically locks their account, preventing former employees from accessing rates and bookings. Airlines require authenticated, rate-limited APIs with strict data access rules. Through CargoCONNECT, partners can access only the data they are entitled to see, under one governance framework for all airlines.

> *"Through CargoAi's CargoCONNECT, partners can access the data they are entitled to see, under one governance framework."*

Tech identifies cyber threats, fraud



Matthias Hurst
Managing Director COLOG AG

AI, ML, and automation identify cyber threats, fraud, and disruptions by analysing system behaviour, shipment data, IoT sensor data, and operational processes in real-time. This allows operators to improve security and resilience. The technology detects Hazmat and fake products through data sharing using IATA ONE Record. Cyber security must be built into systems from the design stage through risk assessments, authentication, and monitoring. IATA ONE Record provides a framework that helps stakeholders protect privacy.

> *"Cyber security must be built into systems from the design stage through risk assessments, authentication, and monitoring."*





Industry plans ahead for year-end rush

The busy festive season does not begin when volumes start rising. For the air cargo industry, preparations begin months earlier, with teams studying demand, securing capacity, and preparing for pressure across the supply chain. As e-commerce adds more speed and uncertainty, planning becomes more important than ever.

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The final months of the year bring one of the busiest periods for the air cargo industry, with demand increasing across e-commerce, electronics, retail, pharmaceuticals, perishables, and other time-sensitive shipments. But preparing for this hectic season is no longer simply about adding cargo capacity. Airlines, freight forwarders, warehouses, trucking companies, and other logistics players must work together to keep the cargo moving.



Planning starts months in advance, using demand forecasts and market trends to prepare for higher volumes.

At the same time, e-commerce is making demand faster and less predictable. The ability to respond quickly, share information, and adjust cargo capacity is becoming just as important as planning ahead.

For the air cargo industry, the holiday season is a test of how well the supply chain can prepare for change. Airlines are already looking months ahead to November and December, studying booking trends, market forecasts, and customer requirements to decide where more cargo capacity will be needed. Forwarders are securing space early and keeping alternative routes ready while warehouses prepare extra staff, longer shifts, and better cargo flows. Trucking and logistics operators are also planning for higher volumes and possible congestion.

For the air cargo industry, the holiday season is a test of how well the supply chain can prepare for change

Across the industry, e-commerce is one of the factors changing peak season planning. Instead of fewer large shipments, operators are handling thousands of smaller parcels that often need to move quickly. This puts pressure on sorting, scanning, storage, documentation, and last-mile delivery. It makes demand harder to predict, as large e-commerce players can secure capacity early and leave less space for other cargo.

The challenge is having enough capacity but making sure that aircraft, warehouses, trucks, and staff are ready at the right time. Experts noted that early planning, real-time visibility, and coordination will be key to keeping cargo moving through these months.



Locking in peak capacity early is key



Leonard Rodrigues
VP, Cargo Revenue
Etihad Cargo

We expect year-end demand for electronics, e-commerce, pharma, and other time-sensitive shipments. Forecasting and market intelligence guide capacity across markets, balancing freighter and belly capacity while maintaining the flexibility to respond to shifting trade flows and optimise aircraft utilisation. Etihad Cargo begins planning months ahead, handling charter requests from mid-summer, and solidifying capacity plans by September, aligning demand forecasts, planning, and aircraft deployment across key markets.

"Forecasting and market intelligence guide capacity allocation across key markets, balancing freighter and belly capacity."

Higher volumes demand tighter coordination



Razmal Assen
Executive Director
Scanwell Logistics LLC

Coordination is vital during the holiday peak. With higher volumes and limited capacity, everyone needs to work together and communicate. Forwarders, airlines, warehouses, and trucking providers must align on cut-off times, space, documentation, and delivery schedules. This helps us identify issues early and avoid delays. Having routing options gives us flexibility when capacity becomes limited. The peak season brings higher volumes, particularly for retail and consumer goods.

"The season brings higher volumes putting extra pressure on capacity, freight rates, handling, and delivery schedules."

More enquiries on a corridor is season signal



Jessica Panigari
Founder and CEO
GOODS2LOAD

Demand shows up in conversations long before it becomes a booking. For example, with GOODS2LOAD, AI reads live shipment enquiries across chat, email, and web — origin–destination pairs, commodity mix, requested dates, and lane frequency. A sustained rise in enquiries along a corridor is the earliest peak-season signal, weeks ahead of the capacity crunch. When airlines, forwarders, warehouses, and truckers work from one real-time view of each shipment, they coordinate instantly.

"When airlines, forwarders, warehouses, and truckers work from one view of each shipment, they coordinate instantly."

Visibility and scanning help meet deadlines



Abdul Shukoor
Air Freight Manager
BGL Cargo

We prioritise storage by departure time, reserve space for urgent cargo, and stagger truck arrivals so volumes do not disrupt planned departures. E-commerce changes the workload from moving tonnes to processing thousands of parcels. Scanning, shipment visibility, and dedicated sorting become essential to meeting delivery deadlines.

"We prioritise storage by departure time and stagger truck arrivals so volumes do not disrupt planned departures."



Supply chains more efficient through collab



Marco Torta
Area Manager
Middle East, IVECO

To prepare for the November–December demand, we optimise freight corridors and coordinate with logistics operators and enforcement authorities. Traffic monitoring systems are enhanced to identify bottlenecks. The challenges include coordinating capacity across multiple logistics nodes, preventing bottlenecks, managing congestion, ensuring workforce availability, and maintaining visibility of cargo flows. Planning requires airports, warehouses, carriers, and last-mile operators to keep supply chains efficient and resilient.

"The challenges include coordinating cargo capacity across logistics nodes, preventing bottlenecks, managing congestion."

Sea freight troubles may shift more cargo to air



Liana Coyne
Director
Coyne Airways

During the holiday season, we expect demand for e-commerce, consumer goods, express, time-critical shipments, perishables, pharma, and retail replenishment. Sea freight disruption may shift more cargo to air, but weaker discretionary spending, economic uncertainty, and higher fuel costs have made customers hesitant. Peak planning starts four to six months ahead, forecasting demand, securing aircraft and interline capacity, assessing hubs and trucking requirements.

"Peak planning — forecasting demand, securing aircraft and interline capacity, assessing hubs — starts four to six months ahead."



Planning normally starts 2–3 months ahead



Mazhar Marzook
Cargo Manager, UAE GSA

During the holiday season, we normally see stronger demand for e-commerce shipments, electronics, fashion, perishables, and other sensitive loads. This requires us to plan capacity carefully, especially on high-demand routes, and monitor market trends closely, adjusting space allocation and aircraft utilisation based on demand. Peak-season planning normally starts 2–3 months in advance. We review expected volumes, available capacity, important markets and end user needs to avoid last-minute challenges.

"Stronger demand is seen for e-commerce, electronics, fashion, perishables, and other sensitive loads."

Extra staff, longer shifts manage more volumes



Asif Iqbal
Manager, Warehouse Ops
Compass Logistics Int'l

Peak season is where good planning really shows. Extra staff and longer shifts help manage higher volumes. Coordination with transport partners is vital, as road delays can affect warehouse ops. E-commerce has changed the warehouse workload, with more small parcels that need to move faster. Sorting, scanning, labelling and dispatch must remain accurate. Automation, real-time cargo visibility, and last-mile coordination can help. Early planning, staggered arrivals, and staffing help prevent congestion.

"E-commerce has changed the warehouse workload, with more small parcels that are required to move faster."

More demand for e-comm, pharma, retail



Zameer Marikkar
CCO
Fits Cargo

During the holiday season, we expect demand for e-commerce, retail, perishables and time-sensitive cargo across South Asia and South Asia–Europe routes. We optimise our network by combining capacity with our interline network, allocating capacity based on demand, yields, and connection opportunities. Peak season planning begins 3–6 months ahead, covering partner capacity, BSAs, routing, pricing, staffing, and contingency planning. E-commerce has demanded airlines to monitor bookings closely and secure flexible capacity.

"Planning begins 3–6 months ahead, covering partner capacity, BSAs, routing, pricing, staffing, and contingency planning."

AI is transforming the business of road freight

AI, automation, and linked technologies are reshaping trucking. But as tech takes on a greater role, where does human judgement fit into the future of trucking? **Marco Torta, Area Manager, Middle East, IVECO,** shares his perspective on automation driving the industry forward and the role people will continue to play.

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How is AI reshaping route planning, fleet management, and delivery predictions in trucking?

AI is changing the trucking industry by making operations faster, smarter, and more efficient. AI-powered route planning uses real-time traffic, weather, road conditions, and fuel consumption data to identify the most efficient routes, reducing costs and delays. Fleet management systems analyse vehicle performance, driver behaviour, and maintenance needs, helping firms improve safety and minimise downtime through predictive maintenance. AI improves delivery-time predictions by processing live data and adjust estimated arrival times with accuracy. As a result, firms can optimise asset utilisation, reduce operating expenses, and



Marco Torta
Area Manager
Middle East, IVECO

AI improves delivery-time predictions by processing live data and adjusting estimated arrival times with accuracy



make better decisions based on data-driven insights.

Q How do GPS and route-optimisation systems reduce fuel use and delivery times?

Modern GPS and route optimisation systems help the trucks reduce fuel consumption and delivery times by selecting the most efficient routes based on real-time traffic, weather, and vehicle restrictions.

These systems analyse data and reroute drivers to avoid congestion, accidents, and road closures. By minimising mileage, idling, and stop-and-go driving, they lower fuel usage and operating costs. Route optimisation enables better load planning and scheduling, allowing deliveries to be completed in less time. Accurate navigation improves driver productivity, ensures more reliable and predictable delivery performance across the fleet.





Q What will trucking look like in a decade as technology advances?

In the next 10 years, the average trucking firm will be highly digital, connected, and data-driven. AI will optimise routes, predict maintenance needs, and improve delivery accuracy in real-time. Fleets will rely on advanced telematics, IoT sensors, and cloud platforms to monitor vehicle performance, driver's behaviour and the conditions. Semi-autonomous driving tech may assist drivers, improve safety and efficiency. Electric and alternative-fuel trucks will become common as sustainability regulations expand. Automated warehouses and digital freight platforms will streamline logistics operations. Firms will operate at lower cost and improved sustainability through technology-driven decision-making.

Q Can technology solve trucking's challenges — driver shortages, fuel costs, and efficiency?

Emerging technologies can help solve the challenges, although they are unlikely to fully eliminate them. AI and automation can ease driver shortages by improving productivity and enabling semi-autonomous driving features. Advanced route-optimisation and telematics systems reduce fuel consumption by minimising idle time, improving driving behaviour, and selecting the most efficient routes. Safety is enhanced through collision-avoidance systems, driver monitoring, predictive maintenance, and real-time vehicle diagnostics.

In the next 10 years, the average trucking company will be highly digital, connected, and data-driven

Delivery efficiency improves through data-driven scheduling, fleet tracking, and accurate arrival-time predictions. Together, these techs help trucking firms lower costs, increase uptime, improve safety, and provide reliable service in an increasingly competitive market.

Q If trucking becomes automated, what must remain under human control and why?

If trucking becomes automated and data-driven, several aspects should remain under human control. Decision-making and crisis management require judgment, creativity, and intelligence that tech cannot replicate. Human oversight is a must for addressing unexpected situations such as severe weather, accidents, regulatory changes.

Drivers and managers oversee safety, make decisions, and ensure compliance with legal requirements. Humans interpret data, validate AI recommendations, and make final decisions. Maintaining human involvement helps ensure accountability, trust, and use of technology.

Automation

- Smarter route planning
- Predictive fleet management
- More accurate delivery-time predictions
- Lower fuel use and cost
- Greater operational efficiency

Human edge

- More connected fleets
- Semi-autonomous driving
- Electric and alternative fuel trucks
- Human oversight remains vital
- Data-driven decision-making

Etihad, Swissport Cargo network to cover 40 airports

Etihad Airways is expanding its partnership with Swissport to reach more airports as the airline adds more destinations to its network. The work on the ground becomes just as important as the new routes being added, says **Captain Majed Al Marzouqi, COGO, Etihad Airways.**

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The agreement between Etihad Airways and Swissport Cargo covers ground handling and cargo services across airports in Africa, Europe, North America, the Middle East, and Asia. As many as 10 new airports will be added to the existing partnership. The move highlights a challenge for the airlines as they expand: Keeping cargo operations consistent across various nations and airport systems.

Captain Majed Al Marzouqi, Chief Operations and Guest Officer, Etihad Airways, said the partnership would provide consistency as the airlines expand.



Captain Majed Al Marzouqi
Chief Operations and Guest Officer
Etihad Airways

The company would support the airlines across its growing network. For a freighter adding a new destination involves more than putting a new flight on the schedule. Cargo teams need to be ready to receive, process, store, and move shipments efficiently. These operations need to work reliably from the first flight, particularly when cargo passes through different airports, customs systems, and local handling networks, said Warwick Brady, CEO, Swissport.

> *For an airline, adding a new destination involves more than putting a new flight on the schedule*

Having one ground services partner across a larger number of airports can help an airline use more common procedures for cargo handling and reduce the need to manage several providers. It can also make it easier to share shipment and operational data, coordinate cargo movements, and respond to disruptions across various locations.

Under the new agreement, Etihad and Swissport will also examine whether airport hospitality services can be included. This could bring Swissport's Aspire lounge business into the collaboration. Currently, Swissport operates 110 lounges worldwide.

Technology is another part of the agreement. The





(L-R excluding the Cabin Crew) Kishore Ganesh, Head of Global Airports, Etihad Airways, Warwick Brady, President & CEO, Swissport International, Captain Majed Al Marzouqi, Chief Operations and Guest Officer, Etihad Airways, Shaeb Al Najjar, Director Airport and Ground Operations, Etihad Airways and Khaled Salem Almazrouei, Regional Manager, Etihad Airways

two companies plan to look at ways to use automation, AI, and data to improve airport and cargo operations. This includes Swissport's work on autonomous ground vehicles. For the wider aviation industry, such technology could become important as volumes grow and airlines and handlers face pressure to improve efficiency, safety, and reliability. Automated vehicles and other digital systems can take on some routine tasks, while data tools can help teams track shipments, monitor operations, and identify delays or problems.

The expansion points to the importance of air cargo handling in airline network planning. A new route creates more cargo capacity to goods between markets, but that capacity only has value if the infrastructure on the ground can support it. Cargo handling, storage, transfer, and aircraft turnaround need to work together to keep cargo shipments moving.

The memorandum is intended to provide a framework for adding more airports and services in the future. That means the partnership could grow further as Etihad Airways adds more destinations and increases its network.

AT A GLANCE

- Grew to 40 airports in partnership
- Cargo and ground handling expanded
- Coverage across five regions
- Focus on technology and automation
- Scope to add more airports and services



SolitAir enhances portfolio with two new Uzbek routes

As Central Asia takes on a bigger role in regional trade, movement of goods across its borders is becoming vital. Air cargo is gaining traction as businesses look for ways to reach markets across Asia, the ME, and Europe. To capitalise on the opportunity, SolitAir has added services to Tashkent and Navoiy in Uzbekistan.

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The new routes connect Tashkent International Airport and Navoiy International Airport with SolitAir's cargo operations at Al Maktoum International Airport in Dubai. The airline stated that the services will focus on perishables, which require faster movement between producers, markets, and distribution centres.

The addition of Uzbekistan gives SolitAir operations in three Central Asian countries. It already flies to Bishkek in Kyrgyzstan, as well as Almaty and Astana in Kazakhstan.

"In a market handling 100,000 tonnes of air cargo annually, SolitAir brings more capacity and network connectivity across the Global South and Europe, supporting Uzbekistan's ambitions to strengthen its position as a Eurasian transport hub," said Hamdi Osman, Founder and CEO, SolitAir.

"At SolitAir, our goal is to support the ambitions of fast-growing, yet underserved destinations. Uzbekistan and the Central Asian region offer us an opportunity to contribute to the growth of these markets as we move closer to our vision of providing the Global South with unparalleled connectivity."

For the logistics industry, the new services are vital because they add a direct link between Central Asia and the UAE

The timing comes as Uzbekistan's cargo market expands. Air transport operators handled 57,200 tonnes of cargo in the country during the first six months of 2026. Rising infrastructure investment and changes in regional trade are helping to increase the need for freight capacity.

For the wider logistics industry, the new services are important because they add another direct cargo link between Central Asia and the UAE. Dubai is a major regional trade and logistics hub, giving cargo moving through the new routes access to markets in the Middle East, Africa, and Europe.

This is relevant for goods that cannot easily be moved by slower transport. Fresh food, medicines, electronics, and other time-sensitive products can lose



value if they face long delays. Additional capacity can give exporters and importers more options when planning shipments.

Uzbekistan is seeking to strengthen its role as a transport and trade hub between Asia and Europe. The nation's location connects it to several major markets while investment in roads, railways, airports, and logistics infrastructure is changing how goods move through the region.

Tashkent is the country's main commercial centre and its largest city, while Navoiy has a vital role in freight and logistics because of its central location. Having services at both airports gives cargo operators access to different parts of the Uzbek market.



Hamdi Osman
Founder and CEO
SolitAir

Uzbekistan is seeking to fortify its role as a transport and trade hub between Asia and Europe

SolitAir currently operates seven Boeing 737-800 converted freighters. Each aircraft carries about 20 tonnes of cargo. Its cargo hub at Dubai World Central has been operating since October 2024. The new Uzbekistan routes reflect a wider change in the region's logistics sector. As trade between Central Asia, the Middle East, Asia, and Europe increases, airlines are looking for more direct cargo connections outside the traditional cargo markets.

For freight forwarders, the main change is greater choice. More routes and additional capacity can reduce reliance on a small number of established gateways and give businesses more ways to transport goods across borders. For Uzbekistan, stronger air links could support its efforts to become a larger part of regional supply chains.



Key Facts

- Tashkent and Navoiy added
- Third Central Asian market
- Focus on perishable cargo
- 60 destinations
- Seven freighters carry 20 tonnes per aircraft

Highlights

- 57,200 tonnes handled in H1 2026
- Cargo demand is rising
- Infrastructure investment is growing
- Trade patterns are shifting
- Tashkent and Navoiy linked to Dubai

Ethiopian Airlines ups its game with 10 Boeing freighters

The airline is adding more freighters to its fleet as demand for air cargo grows and African markets seek stronger connections with the rest of the world. The move highlights the importance of air cargo links between Africa and the Middle East, an important crossroad for trade, logistics, and global supply chains.

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The airline has signed an agreement with Boeing for eight more 777-8Fs and two 777Fs. The order will expand a cargo fleet that already includes 12 Boeing 777Fs, two 767Fs, and four 737-8Fs.

"The addition of the Boeing 777-8Fs and 777Fs will enhance our ability to serve across the world with more payload capacity, operational flexibility, efficiency, and sustainability," said Mesfin Tasew, Group CEO, Ethiopian Airlines.

"As demand for air cargo services continues to grow, these freighters will play a significant role in facilitating international trade, strengthening supply chain connectivity, and reinforcing Ethiopia as a leading cargo gateway between Africa and international markets. It also marks our long-term partnership with Boeing."

The move matters beyond Ethiopian Airlines. More long-range freighters could give African exporters and importers additional direct connections to major markets in Asia, Europe, the Middle East, and North America. It could also help reduce the requirement for some of the shipments to pass through overseas cargo hubs before reaching their final destinations.



Brad McMullen, Senior Vice President, Commercial Sales and Marketing, Boeing, alongside Mesfin Tasew, Group CEO, Ethiopian Airlines

More freighters could give exporters and importers direct links to markets in Asia, Europe, and the ME

At present, Ethiopian Airlines operates dedicated cargo services to more than 70 destinations. The additional aircraft will allow the airline to carry more goods and give the carrier room to increase flights or add routes where demand is strong.

The 777-8F, which belongs to Boeing's 777X family, is designed to carry up to 118 tonnes of cargo. Boeing stated that the aircraft will offer lower fuel use and emissions compared with previous generation cargo aircraft. For the wider air freight industry, the order reflects a bigger question: Can Africa build enough direct cargo capacity to support its growing role in international trade?

Air cargo is important for goods that are time-sensitive. Better connections can help businesses reach overseas customers faster and make supply chains less dependent on a small number of global hubs. The aircraft will be introduced alongside Ethiopian Airlines' existing freighters, adding capacity to a cargo network that has become an important connection between African markets and the international air freight system.

The order

- 10 new Boeing freighters
- 118-tonne payload for the 777-8Fs
- Cargo network spans over 70 destinations
- First African airline to order 777-8Fs

Why it matters

- More direct Africa–Middle East cargo links
- Greater capacity for global trade
- More options for time-sensitive freight
- Less reliance on overseas cargo hubs

Arabian Cargo Awards to honour industry stalwarts

ACA 2026 are scheduled for 18 November at Embassy Suites by Hilton, Dubai. Anticipation is building as the air cargo and logistics gears up for another landmark evening to recognise the changemakers shaping the sector.



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Renowned as the 'Oscars' of the air cargo and logistics industry, the Arabian Cargo Awards 2026 will celebrate stalwarts across air cargo, rail, road, logistics, warehousing, technology, and 3PL. Nominations are open, with a jury-led process designed to ensure fairness, credibility, and transparency.

SanJeet, Mentor, Arabian Cargo Awards, said, "This is not just an event; it is a celebration of the spirit of innovation, commitment, and perseverance that defines our industry. The awards are not just about fame but about impact. It is an opportunity to recognise remarkable accomplishments, applaud tireless endeavour, and inspire everyone involved to continue pushing the boundaries of excellence. We recognise and motivate the unsung heroes of the industry, praising them for their services in these challenging times."

ACA 2026 will be a moment of pride for the sector, bringing together leaders, professionals, and innovators

"It means a great deal to us at Aramex to stand alongside the Arabian Cargo Awards as a Silver Sponsor. These awards celebrate the people who make it all happen, and we're proud to support a community that keeps our world moving," said Amadou Diallo, Group CEO, Aramex.

Marco Torta, Area Manager, Middle East, IVECO, the Bronze Partner, said, "We are pleased to support the industry event and are part of an event that brings together the people and organisations shaping the future of transport and logistics."

Ziad Tantawi, Cluster General Manager, Embassy Suites by Hilton, the Hospitality Partner for the second consecutive year, said, "It is a pleasure to host the ACA again. These gatherings show the industry's resilience and focus on growth, creating opportunities to fortify relationships and build for the future."

By recognising achievements, the awards aim is to inspire continued excellence and achievements.

The awards ceremony will be a moment of pride for the sector, bringing together leaders, professionals, and innovators who have helped shape its growth.

The evening will showcase the sector's finest talents and leading companies, as winners are announced and recognised for their contributions to operational excellence and sustainability.

From established industry stalwarts to emerging innovators, ACA 2026 highlights the talent driving growth in the air cargo and logistics industry across the Middle East.

dnata bets on GSE with Đ175 mn investment, 340 new assets

dnata has invested Đ175 million in new GSE in the UAE since the start of 2026, adding 340 assets to support growing aviation activity in Dubai. The investment was used to purchase cargo handling equipment with a focus on safety and capacity at Dubai International and Al Maktoum International airports.

CT Bureau

As cargo volumes grow, the availability of GSE is important for keeping cargo shipments moving through airports on schedule. Equipment failures or delays in loading and aircraft handling can affect cargo movement and aircraft turnaround times. Replacing older assets and adding cargo capacity can help ground handlers manage higher volumes and maintain reliable operations.

Currently, dnata operates 2,800 motorised GSE assets across the two airports. The latest investment covers fleet renewal and additional capacity, including aircraft loaders and equipment used to push back and tow aircraft.



Nabil Sultan Al Murr
Group Chief Executive Officer
dnata

Replacing older assets and adding capacity can help handlers manage higher volumes and maintain safe operations

"Dubai's aviation sector is entering another major phase of growth, and we are investing with the future operation in mind. Ground equipment has long procurement and delivery cycles, so fleet planning needs to stay years ahead of demand," said Nabil Sultan Al Murr, Group CEO, dnata. Safety is a key part of the investment. New aircraft loaders will include features designed to make working at height safer, alongside AI-enabled cameras beneath loading platforms. These cameras help operators identify potential hazards in areas that are difficult to monitor.

For cargo operations, reliable loading equipment is vital when handling shipments between airport facilities and aircraft. Better visibility can help teams manage risks, while equipment availability supports the timely movement of cargo. dnata is exploring automated aircraft docking systems and using 3D printing to produce select GSE spares. These tech could improve maintenance and reduce the time needed to source replacement parts.





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Emirates SkyCargo moves 1 mn pharma shipments in 10 years

Emirates SkyCargo has marked 10 years of transporting pharmaceuticals through Dubai, highlighting the growing role of the emirate in moving medicines and other temperature-sensitive healthcare products around the world. The carrier also operates 55 temperature-controlled 'cool dollies'.

CT Bureau

Since launching its pharma service in 2016, the carrier has handled one million shipments, weighing 800,000 tonnes. The shipments were moved between manufacturers, healthcare providers, and markets across six continents.

The scale reflects the importance of reliable air links for medicines that can be damaged by changes in temperature. Pharmaceutical products, including vaccines, biologics, and some advanced treatments, need to remain within strict temperature ranges throughout their journey.

"Over the past decade, the carrier's pharma products have become the gold standard for transportation of pharmaceuticals. This has not happened by chance or by accident. It is a result of years of investing in our processes, our capabilities, our people, and our infrastructure. It is an outcome of working with pharma shippers, forwarders, airports, ground handlers, multimodal transport providers, and other parties in the cool chain ecosystem to develop customised solutions that meet industry needs," said Badr Abbas, DSVP, Emirates SkyCargo.



Badr Abbas
Divisional Senior VP
Emirates SkyCargo.

The scale reflects the importance of air links for medicines that can be damaged by changes in temperature

Dubai now has 16,500 sqm of certified pharmaceutical handling and storage facilities across Dubai International and Al Maktoum International. Emirates SkyCargo also operates 55 temperature-controlled 'cool dollies', which help keep shipments within the required temperature range while they are moved between aircraft and cargo terminals.

The carrier transports between 1.5 million and 2 million kg of pharmaceutical products each week. Major origin markets include India, Germany, Belgium, the UK, the USA, and Switzerland, connecting large pharmaceutical production centres with markets in Africa, Asia, Europe, and beyond.

The past decade has seen changes in what needs to be ferried. During the pandemic, Emirates SkyCargo moved one billion vaccine doses and established dedicated facilities for vaccine handling.

Recently, the focus has expanded beyond medicines. Shipments now include human organs and tissues, clinical trial materials, cells, and gene therapies. The wider shift is vital for the industry. As treatments become more specialised, supply chains handle products with tighter temperature, timing, and handling requirements.

The Numbers

- 10 years of pharma logistics
- 1 million shipments handled
- 800,000 tonnes moved
- 43 pharma stations
- 1.5–2 million kg moved weekly

Impact

- Protects temperature-sensitive medicines
- Supports faster delivery
- Handles complex therapies
- Connects major pharma markets
- Strengthens Dubai's logistics role



FedEx earns IATA CEIV Pharma certification for DWC hub

FedEx's Middle East, Indian subcontinent, and Africa hub at DWC has received IATA CEIV Pharmaceutical certification, which adds capacity for cargo that requires temperature control and specialised handling, says **Taarek Hinedi, VP, Operations and Planning & Engineering, FedEx, ME Indian Subcontinent, and Africa.**

CT Bureau



The certification follows an assessment of 280 criteria covering handling processes, storage, equipment, quality systems, and regulatory compliance. It is designed to ensure that pharma shipments are handled under controlled conditions throughout their movement through the facility.

For the UAE's pharmaceutical and healthcare supply chain, the certification adds capacity for cargo that requires tighter temperature control and specialised handling. This is vital as pharma products, including medicines and healthcare shipments, often need to remain within specific environmental conditions during transport and storage.

The DWC hub covers 57,000 sqm and includes a 170 sqm temperature-controlled storage area. It also has automated handling systems, high-speed security screening, and facilities for dangerous goods.

The certification comes as the UAE's pharmaceutical market continues to expand. Research and Markets projected that the country's pharmaceutical market will reach US$ 7.38 billion by 2030, supported by investment in healthcare infrastructure, innovation, and clinical research.

For cargo operators and pharmaceutical companies the growth of this market increases the need for logistics facilities that can maintain product conditions while meeting regulatory requirements.



Taarek Hinedi
VP, Operations and Planning & Engineering, FedEx Middle East, Indian Subcontinent, and Africa

Temperature-controlled infrastructure at major air cargo hubs can support the movement of pharmaceutical shipments between the UAE and major international markets.

This is vital as medicines and healthcare shipments often need to remain within specific conditions

"Achieving the CEIV Pharma certification reflects our continued commitment to delivering healthcare logistics services that meet the highest international standards," said Taarek Hinedi, Vice President, Operations and Planning & Engineering, FedEx Middle East, Indian subcontinent, and Africa, FedEx.

The company uses FedEx Surround and FedEx SenseAware tech to monitor shipments, including their location, temperature, and environmental conditions. Such visibility can help teams identify issues during transit and respond before they affect the cargo. For the regional air cargo sector, the certification reflects the growing importance of specialised infrastructure as pharma trade expands and more high-value, temperature-sensitive cargo moves through the UAE.

AT A GLANCE

- 57,000 sqm DWC hub
- 170 sqm temperature-controlled storage
- Over 280 criteria assessed
- 30 CEIV Pharma-certified facilities globally
- US$7.38 billion UAE pharma market by 2030

Dubai Customs targets faster trade by 2030

Dubai Customs has introduced a new strategic plan for 2026–2030 that puts faster customs procedures, stronger links between trade gateways, and greater support for businesses at the centre of its work. This is important for Dubai's wider trading sector because businesses depend on predictable supply chains.

CT Bureau

The plan sets out six main objectives and 26 initiatives to be delivered by 2030. These cover trade facilitation, security and compliance, revenue collection, economic partnerships, stakeholder services, and organisational performance.

"Closer integration between the corporation's entities would help Dubai respond to changes in global markets and trade movements," said Abdulla bin Damithan, Chairman, Ports, Customs and Free Zone Corporation.

For traders and investors, one of the changes will be a focus on connecting Dubai's ports, entry points, free zones, and trade-related services. The aim is to make the movement of goods through different parts of the trade system more straightforward and reduce delays caused by disconnected processes.

For traders and investors, one of the changes will be a focus on linking Dubai's ports, and free zones

This is important for Dubai's wider trading sector because businesses depend on predictable supply chains. Faster customs clearance and clearer procedures can help companies plan shipments, manage stock, and move goods between markets with fewer interruptions.





The strategy also comes as global trade routes and supply chains continue to change. Dubai is a major hub for goods moving between Asia, Europe, Africa, and the Middle East, making the ability to respond quickly to trade changes, particularly important for importers, exporters, and logistics companies.



Abdulla bin Damithan
Chairman
PCFZC

The plan focuses not only on making trade easier, but also on security, compliance, and protection

Dubai Customs stated it plans to develop its services and procedures so that they can respond quickly to changes in the needs of businesses and international trade. The department intends to strengthen its work with partners as part of this approach.

The plan does not focus only on making trade easier, but also on security, compliance, and the protection of government revenues. This means the department is seeking to balance quicker movement of legitimate goods with checks designed to prevent violations, protect borders, and safeguard public interests.

"The department wanted customs procedures to become more transparent and services more reliable, allowing businesses to plan and expand with greater certainty," said Dr Abdulla Busenad, Director-General, Dubai Customs.

The new strategy's vision is 'Innovative customs, advancing global trade, and connecting the world.' Its objectives are to facilitate trade, strengthen security and compliance, secure revenues, develop economic partnerships, improve stakeholder experience, and strengthen organisational performance.

The 26 initiatives will be implemented over a period of four years. Their progress will be important for businesses because the practical impact of the strategy will depend on how quickly new systems, procedures, and connections are introduced across Dubai's trade network.

For the logistics and trading sectors, the important question will, therefore, be whether the plan translates into shorter processing times, simpler procedures, and more predictable movement of goods across Dubai's different trade gateways.



DHL Express, Fazaa sign deal on freight discounts

As more companies become linked beyond their borders, the cost of moving goods globally has become a part of doing business. For companies that depend on cross-border deliveries, every change in costs can affect deliveries, relationship with suppliers, and access to international markets.

CT Bureau

Under the agreement, members can present a valid Fazaa membership card while DHL Express service across the UAE will receive a 50 per cent discount on global inbound shipments and a 45 per cent discount on global outbound shipments. They will get access to preferential rates on heavyweight shipments.

The pact is vital beyond the discounts themselves, as shipping costs can be a crucial part of the cost of doing business across borders. "This partnership is another step in making global shipping accessible while creating greater value for the Fazaa community. The Fazaa members receive preferential rates on heavyweight shipments at DHL Express Service Points across the country," said Mahmoud Haj Hussein, Managing Director, DHL Express UAE.



Mahmoud HajHussein
Managing Director
DHL Express, UAE

For firms that send products, samples, or other goods overseas, delivery costs can affect pricing in other markets

For firms that regularly send products, samples, documents or other goods overseas, global delivery costs can affect pricing in other markets. This can be relevant for smaller businesses, which may have less room to absorb higher logistics costs.

More competitive shipping rates can make it easier for businesses to ferry goods between the UAE and global markets. This can support firms that are looking to sell abroad, source products from other countries or maintain relationships with overseas customers and suppliers.

The development comes at a time when global linkage remains a vital part of the UAE economy. The country is a major trading and logistics centre, with businesses relying on transport and delivery networks to link with markets across the world.

For individual Fazaa members, the pact offers a reduction in the cost of global shipments. For businesses, the effect could be lower logistics expenses when sending or receiving goods internationally. The pact also reflects the growing number of collabs between membership organisations and service providers in giving customers access to negotiated rates.

While the discounts are available to Fazaa members, the issue is the cost of moving goods across borders. For businesses operating in a market where global trade is vital, changes in delivery costs can influence how easily they reach suppliers outside the UAE.





Turkish Cargo boosts Pakistan–Middle East links

With its international network, Turkish Cargo is looking to explore opportunities in Pakistan and the wider region. The move comes with a cargo sales partnership with Gerry's, bringing Turkish Cargo's network together with Gerry's market presence as the two seek to develop regional cargo opportunities.

CT Bureau

Turkish Cargo and Gerry's Group under an agreement, will work together on cargo sales and business opportunities in the Pakistani market, allowing freighters to engage with local exporters and freight forwarders.

The carrier sees potential for long-term cooperation with Gerry's for developing new opportunities in the market, said Halit Tuncer, Vice President, Turkish Cargo. The partnership gives Turkish Cargo an additional channel to access cargo originating from Pakistan and connect it with destinations across its global network. For Gerry's, the pact adds another international cargo carrier to its aviation portfolio.

The greater focus is on exploring the Pakistani market, particularly by connecting Pakistani cargo with international destinations where demand exists. This could be relevant for exporters and freight forwarders handling goods that need faster transport or access to markets that are not accessible through direct air links.

Turkish Cargo has built one of the world's largest international airline networks, with Istanbul serving as a connecting point between Asia, Europe, the Middle East, Africa, and other regions. Its cargo operations can, therefore, provide connections beyond Pakistan through its wider network.



Arshad Wali Muhammad SI, Group Director, Gerry's, alongside Halit Tuncer, Vice President, Turkish Cargo

The partnership comes as airlines and operators look for avenues to grow volumes across markets

For the Pakistani freight and export sector, the importance of the partnership will depend less on the corporate arrangement itself and more on the cargo opportunities it can generate. Additional access to global cargo capacity can give exporters and freight forwarders more options when planning shipments.

"The partnership would strengthen the company's ability to connect Pakistani businesses and exporters with international markets," said Arshad Wali Muhammad, Group Director, Gerry's.

The partnership comes as airlines and cargo operators continue to look for avenues to grow volumes across regional markets. For Turkish Cargo, working with a locally established partner provides a way to pursue those opportunities in Pakistan without being structured as a GSA appointment. The next stage will be to see how the partnership translates into cargo volumes, new trade connections, and opportunities for Pakistan-based exporters and freight forwarders.

IN BRIEF

- Pakistan and regional markets in focus
- Partnership targets new cargo opportunities
- More options for Pakistani exporters
- Focus on regional air freight growth

Aviation and air cargo community come together

Airport Show 2026 brought together industry stakeholders under one platform. The exhibition showcased developments in airport infrastructure, cargo handling, logistics, and digital solutions. It offered stakeholders opportunities to exchange expertise and fortify partnerships across the aviation and air cargo sectors.






















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66% rise in cargo value on Sharjah–Oman route

The first three months of the logistics corridor demonstrate how closer links between ports, roads, and border crossings are changing the way cargo moves between Sharjah and Oman. New importer codes were entered, pointing toward expanding the number of businesses using the route.

CT Bureau

Cargo worth about Đ1.7 billion moved through the Sharjah–Oman logistics corridor during its first three months, with truck traffic and customs activity rising as businesses used the route to move goods between the UAE, Oman, and other markets.

More than 34,000 trucks used the corridor after it opened on 17 May 2026, while the customs authorities processed more than 32,000 declarations. The value of air cargo handled was more than 66 per cent higher than during the same period last year.

The figures offer an early indication of how connecting ports, roads, and border crossings can make it easier for companies to manage the movement of goods.



The corridor links Sharjah and other UAE ports in Oman through Khatmat Malaha and Al Madam border crossings

The logistics corridor connects Sharjah and other UAE ports with Sohar, Duqm and Salalah ports in Oman through the Khatmat Malaha and Al Madam border crossings.

Khatmat Malaha is 70 km from Sohar Port, while Al Madam links cargo to the main road network. Having two crossings gives companies more choice when deciding how to move shipments, depending on their destination and logistics needs.

"The early results recorded by the corridor during its first months of operation reflect the success of the vision underpinning the project," said Mohammed Ibrahim Al Raisi, Director, Border Crossings and Entry Points Affairs, Sharjah Ports, Customs and Free Zones Authority.

The corridor has handled a wide range of goods, including vehicles, equipment, food, agricultural products, building materials, and spare parts. Cargo has moved to the UAE domestic market, the Kingdom of Saudi Arabia, and markets in Africa and Asia.

More than 200 new importer codes were registered during the first three months, indicating that the number of businesses using the route is expanding. For the industry, the benefit is the coordination between ports, customs, and border authorities. Sharjah Customs worked with UAE federal and local authorities, Oman Customs, and Omani agencies to align procedures and speed up movement of trucks and goods.

Fewer handling stages and smoother customs processing can help reduce the time and operational work involved in shifting cargo between sea and road transport. The next phase will focus on bringing companies, shipping lines, and logistics providers into the network while expanding the services and routes available.

AT A GLANCE

- Đ1.7 billion of cargo handled in 3 months
- Over 34,000 truck movements recorded
- Over 32,000 customs declarations processed
- Over 66% rise in cargo value YoY
- 200 new importer codes registered
- 2 border crossings linking UAE and Oman

DP World opens 10,000 sqm logistics facility in Thailand

DP World has inaugurated a 10,000 sqm distribution centre in Bang Na, Thailand, adding capacity for high-value and time-sensitive cargo at an important manufacturing hub serving wider international trade routes, including those connecting Asia with Middle Eastern markets.

CT Bureau

The facility will handle consumer electronics, semiconductors, and automotive cargo, with its location connecting Greater Bangkok with Laem Chabang Port and manufacturing centres in Thailand's Eastern Economic Corridor (EEC).

The new centre has added warehousing capacity close to major production areas. This can support faster movement of cargo between factories, distribution points, and export gateways, including products moving onwards to markets such as the Middle East.

Thailand is an important manufacturing base for Asian supply chains, while the Middle Eastern hubs serve as major gateways for cargo moving between Asia, Europe, and Africa. Greater logistics capacity in Thailand can support predictable cargo movements along wider trade routes, particularly for high-value goods that require secure storage and timely distribution.

"Thailand sits at the heart of important manufacturing and distribution networks in Asia-Pacific. Our investment in Bang Na gives users additional cargo capacity in this important market while linking them with DP World's wider freight and logistics capabilities," said Jeanie Tan, Chief Commercial Officer, Logistics, Asia-Pacific, DP World.



Jeanie Tan
CCO – Logistics
Asia-Pacific, DP World

The facility operates 24x7, allowing businesses to hold critical inventory closer to manufacturing and distribution centres. This is relevant for sectors such as electronics and automotive, where delays in moving components or finished products can affect wider supply chains. The Bang Na centre is part of DP World's expansion of contract logistics operations across Asia-Pacific, following investments in Singapore and Johor, Malaysia. Facilities are planned in Kuala Lumpur and the Philippines later this year.

Thailand is a vital manufacturing base for Asian supply chains, while the ME hubs serve as a cargo gateway

For cargo owners and logistics providers serving Asia–Middle East trade lanes, the expansion has added another logistics point within Southeast Asia's manufacturing network, backing the movement of goods towards global markets, including the Middle East.

Key facts

- 10,000 sqm centre in Bang Na
- Handles high-value, time-sensitive cargo
- Serves electronics and semiconductors
- Links Greater Bangkok with Laem Chabang Port

Impact

- Adds more logistics capacity
- Speeds cargo movement to ports
- Supports Asia–Middle East cargo flows
- Strengthens regional supply chains



Etihad Rail to link Fujairah Port with Abu Dhabi's ICAD

Under a new service aimed at making the movement of goods across the UAE faster and less dependent on long-haul trucking, frieght arriving at Fujairah Terminals will soon be able to travel directly by rail to Abu Dhabi's Industrial City. The rail service will run thrice a week.



CT Bureau

The rail service, launched by Etihad Rail and AD Ports Group, will run thrice a week and cover about 200 km between Fujairah and the Industrial City of Abu Dhabi (ICAD).

Freight can now be sent to ICAD for customs clearance, inspection, and release, allowing importers to complete key procedures closer to their warehouses, factories, and distribution centres.

ICAD has also been given the United Nations location code 'AECAD'. This means shipping lines and freight forwarders can list ICAD as the destination and clearance point when booking cargo.





Omar Alsebeyi
Chief Executive Officer
Etihad Rail Freight

"The launch of our new Fujairah–Industrial City of Abu Dhabi rail service represents another important step in unlocking the full potential of the UAE National Rail Network. Through our partnership with AD Ports Group, we have created an innovative logistics solution that goes beyond transportation by bringing the important port services closer to where the cargo is needed," said Omar Alsebeyi, Chief Executive Officer, Etihad Rail Freight.

"By combining rail connectivity with customs-enabled inland cargo handling and the ability to book cargo directly to ICAD, we are helping the goods to move more efficiently, simplifying logistics processes, and reducing the time between vessel arrival and final delivery."

For businesses bringing goods into Abu Dhabi through Fujairah, the arrangement could cut down on cargo handling and reduce the need for containers to make separate road journeys for clearance and onward movement.

It also gives freight operators an alternative to ferrying large volumes of cargo by truck between the east coast and Abu Dhabi.

The route connects Fujairah, a maritime gateway on the Gulf of Oman, with one of Abu Dhabi's major industrial areas. That connection could become useful for manufacturers and distributors that handle regular or high-volume container shipments.

For businesses bringing goods into Abu Dhabi through Fujairah, the move could cut down on cargo handling

For the logistics industry, the development adds another rail-based freight corridor between a port and an inland industrial area.

Moving more freight by scheduled rail services could assist in easing pressure on roads as freight volumes increase and lowering carbon emissions compared with long-distance trucking.

Etihad Rail stated that the rail service is designed to reduce the time between a vessel arriving at Fujairah and the final delivery of its cargo.

The new connection forms part of the wider development of the UAE National Rail Network as a freight system connecting ports, industrial areas, and logistics centres across the country.



Upcoming Events

NOVEMBER

5–8 **WESCCON**
Carlsbad, California, USA

10 **Automechanika Dubai**
Dubai World Trade Centre

11 **IATA Cargo Day Colombia**
Grand Hyatt Hotel, Bogotá, Colombia

11–13 **air cargo Türkiye 2026**
Istanbul, Türkiye

17–19 **159th IATA Slot Conference**
Budapest, Hungary

18 **Arabian Cargo Awards**
Embassy Suites, Hilton Dubai, UAE

19 **Arabian Travel Awards**
Embassy Suites, Hilton Dubai, UAE

29 Nov –1 Dec **UNCTAD Global Supply Chain Forum**
Riyadh, Kingdom of Saudi Arabia

DECEMBER

1–2 **Supply Chain Event Paris**
Paris, France

1–4 **World LNG Summit (Supply Chain & Energy Logistics)**
Istanbul, Türkiye

3 **ColdChain Indonesia**
Surabaya, Indonesia

7–8 **Summit on Smart Warehousing and Industrial Analytics**
Osaka, Japan

8–9 **LOGISTEX Exhibition and Conference**
Muscat, Oman

9–10 **Next Gen Procurement Summit**
St Regis Downtown Dubai, UAE

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



Dubai CommerCity plans space for e-comm growth

As demand from e-commerce and technology firms grows, Dubai CommerCity will add a new office, retail, and logistics space under a second expansion phase. The expansion will be delivered between Q1 2027 and Q4 2028.

CT Bureau

The expansion may give e-commerce firms more capacity to expand operations, particularly in warehousing, fulfilment, and distribution. As online retail grows, businesses need infrastructure that can link inventory storage, products flows, and order processing.

Currently, Dubai CommerCity has 96 per cent occupancy across its office, logistics, and retail space, pointing to the demand from businesses operating in and around the digital commerce sector. The second phase will add more capacity as e-commerce firms seek infrastructure to support higher volumes and wider distribution networks.

The expansion will increase logistics space within the free zone. For e-commerce operators, this supports activities such as storing products, preparing orders, and moving goods through the supply chain. Having these functions within the same commercial ecosystem can help businesses manage the various stages between receiving stock and delivering orders.



Sheikh Ahmed bin Saeed Al Maktoum
Chairman
Dubai Integrated Economic Zones

The development comes as Dubai continues to attract firms involved in e-commerce and technology

The development comes as Dubai continues to attract firms involved in e-commerce and technology. More office, retail, and logistics space could allow existing businesses to scale their operations while giving new e-commerce firms options for establishing regional activities.

"Dubai CommerCity's phase II comes at a time when Dubai continues to demonstrate its ability to expand despite the challenges facing the global economy," said Sheikh Ahmed bin Saeed Al Maktoum, Chairman, Dubai Integrated Economic Zones (DIEZ).

The expansion forms part of Dubai's plans under the Dubai Economic Agenda, D33, which includes strengthening the emirate's digital economy and future commerce sectors.



ProConnect opens logistics centre in Riyadh

ProConnect has opened a logistics centre in Riyadh, adding more capacity for warehousing, fulfilment, and distribution in Saudi Arabia, said Chidambaram S, President, Supply Chain & ProConnect, Redington. The facility has 50,000 pallet positions, 160,000 shelving locations, and 41 loading bays. The centre supports frozen, chilled, ambient, and dry storage, with temperature-controlled areas. The facility is Saudi Food and Drug Authority compliant and ISO certified, allowing businesses in regulated sectors to use the facility.



flydubai, Unilode sign deal to support cargo expansion



flydubai has signed a pact with Unilode Aviation Solutions to manage the airline's Unit Load Devices (ULDs) as it expands its cargo operations from Dubai, said Rashed Albashri, VP, Cargo, flydubai. Under the pact, Unilode will handle the supply, repair, maintenance, planning, and movement of cargo containers and pallets used by flydubai's freighter fleet. It will provide digital tracking of the equipment. The deal is likely to help flydubai keep cargo equipment available at the right locations, reduce the need for manual tracking, and improve the use of its ULD fleet. This could help support reliable handling as the airline increases its freighter capacity.

UAE signs rail pact with Kazakhstan, Uzbekistan

The UAE has signed a trilateral pact with Kazakhstan and Uzbekistan to support the development of a Central Asia–South Asia railway, creating a potential new route for moving goods between the two regions, said Suhail bin Mohammed Al Mazrouei, Minister for Energy and Infrastructure, UAE. "The project is aimed at improving rail linkage and fortifying trade links across Central and South Asia. Better links could give exporters and importers another route to move cargo, reduce reliance on existing transport routes, and improve access to regional markets." The pact covers cooperation on railway connectivity, transport networks and trade corridors. It also supports regional integration by linking Central Asian markets closely with South Asia.



EGA, Gulftainer expand East Coast cargo capacity

Emirates Global Aluminium (EGA) and Gulftainer have signed an agreement to move up to 250,000 tonnes of aluminium cargo from the UAE's East Coast in the first year and increase it to 300,000 tonnes in the second, said Farid Belbouab, Group CEO, Gulftainer. The pact will add cargo handling capacity for one of the UAE's major exports and fortify the movement of aluminium from the East Coast to global markets. EGA supplies aluminium to 400 customers in 50 nations. For the cargo sector, the high volumes will support the use of East Coast port infrastructure and provide additional capacity for handling, storing, and moving aluminium for export. The arrangement gives EGA another route for its outbound cargo as it expands its global customer base.



KEZAD, Singapore ink pact to strengthen trade, logistics

Abu Dhabi and Singapore are set to strengthen trade and logistics links through a planned industrial corridor connecting the two markets, alongside a sustainability hub at KEZAD to support manufacturing and related logistics activity, said Khaldoon Khalifa Al Mubarak, Chairman, Executive Affairs Authority, KEZAD Group. The Singapore Business Federation and Singapore Manufacturing Federation signed an LoI to develop the industrial corridor. The initiative will support trade links, industrial investment, and market access while helping Singapore firms explore opportunities in Abu Dhabi and regional and international markets, he informed.



My Freighter gets 10th Boeing 767-300BCF

Uzbekistan's My Freighter has added its 10th Boeing 767-300BCF to its fleet, said Mohy Sheneshen, the airline's business development director. The 33-year-old converted freighter, registered as UK67023, is named after Central Asian ruler Zahir-al-Din Muhammad Babur. The addition strengthens My Freighter's position as the largest Boeing 767 operator in Central Asia and the South Caucasus. The carrier plans to add two 767Fs by the end of 2026, bringing its fleet to 12 aircraft.



Nowaste Logistics adopts AutoCase automation



Nowaste Logistics has installed AutoStore's AutoCase solution at its warehouse, becoming the first firm to implement the technology, said Patrik Johnfors, Head, Solution Design & Implementation, Nowaste Logistics. Delivered by Swisslog, the system allows cartons to be stored within the AutoStore system and retrieved as full cases or picked individually for orders. The solution is being used at a facility that handles large volumes of apparel arriving from Asia in cartons. Incoming cartons were stored on pallets in pallet racking before being replenished or decanted into the AutoStore system, added Johnfors.

Air France KLM Martinair Cargo adds Cairo to network



Air France KLM Martinair Cargo will add Cairo to its freighter network for the 2026–27 winter schedule, with three weekly Boeing 777Fs to Cairo. The carrier will move its Mumbai freighter operation to Navi Mumbai International Airport, with twice weekly 777Fs. The winter freighter network will cover 14 destinations from the group's hubs at Paris Charles de Gaulle and Amsterdam Schiphol. The changes are aimed at adding cargo capacity and routing options across key markets during the winter season.

JAL, Nippon Express launch 747F Asia service

Japan Airlines and Nippon Express have launched a weekly Boeing 747F service linking Los Angeles, Tokyo, Taipei and Singapore, targeting growing demand for AI and semiconductor-related cargo. The service operates from Los Angeles via Tokyo Narita, Taipei Taoyuan, Singapore and Narita before returning to Los Angeles. The 747F has a capacity of 100 tonnes, allowing the partners to handle heavy and oversized shipments. It provides capacity for high-value cargo linked to digital infrastructure. Demand for AI and semiconductor cargo is strong between Tokyo, Taipei, and Singapore. Large freighters within Asia remain limited, creating capacity constraints, the firms stated.



Cathay Cargo adds five new Hong Kong–Miami freighters

Cathay Cargo is adding five weekly freighter flights between Hong Kong and Miami, Chicago, Los Angeles, and Mexico from September through to third week of December, said Jonathan Ng, Head, Cargo Hub Operations & Development. The additional capacity will support demand for semiconductor and data-centre equipment shipments during the peak season. The airline is preparing to add a leased Airbus A330 converted freighter to Air Hong Kong's regional fleet in Q4 2026. The aircraft will provide more capacity for general cargo across Asia. The move comes as demand on the Asia–North America trade lane continues to grow.



LATAM Cargo sees 150% rise in pharma cargo

LATAM Cargo carried 150 per cent more pharma cargo between Europe and Brazil from January to July against the same period last year, driven by higher volumes of GLP-1-based medicines, said Jorge Carretero, Cargo Sales Manager, Europe. GLP-1 medicines accounted for 15 per cent of the pharma volumes moved between the two markets during the first seven months. LATAM Cargo ferried 32,000 tonnes between Europe and Brazil, up 27 per cent YoY. General and consolidated cargo made up 75 per cent of the total volumes.



Air Canada adds Quito cargo connectivity



Air Canada's return to Quito will fortify cargo connectivity between Ecuador and Canada, with non-stop services to Montreal and Toronto starting in December, said Alfredo Babún, GM, Air Canada for the Andean Countries. The Montreal–Quito service will begin on December 4 with three weekly Boeing 787-8 aircraft. The Toronto–Quito service will start on December 5 with one weekly Boeing 787-9 flight. The services are scheduled to operate through March 2027. The return adds direct air links between Ecuador and two major Canadian gateways. Montreal and Toronto provide links into wider North American and European markets.

Avianca Cargo earns GDP Pharma certification



Avianca Cargo has earned GDPs pharma certification for its operations in Madrid and Barcelona, strengthening its pharma cargo handling capabilities across Europe, said Diogo Elias, CEO. The certification gives Avianca Cargo a framework for maintaining handling and traceability across these operations, needs for maintaining the quality and integrity of pharma, including temperature-controlled shipments. The certification follows a six-month process and is based on WHO guidelines.

CMA CGM brings allotments to CargoAi platform

CMA CGM Air Cargo has joined CargoAi's CargoMART platform, allowing the airline and its partners to manage recurring cargo capacity pacts digitally, said Matt Petot, Founder and CEO, CargoAi. The platform supports allotments, block space agreements, pre-bookings, and other capacity arrangements. Forwarders working with the airlines can submit a single allotment file across participating carriers through their TMS. CargoMART provides visibility on allocation use, booking performance, and pricing, giving airlines and forwarders a view of how agreed capacity is being used.



The system automates parts of the booking process, reducing repetitive work and helping forwarders manage guaranteed capacity across multiple airline partners.

Swissport launches cargo operation at EuroAirport

Swissport has launched a new cargo operation at EuroAirport Basel-Mulhouse, marking its return to the French market with a 3,000 sqm warehouse. The facility includes a 1,000 sqm French customs zone and 2,000 sqm of handling space for the build-up and breakdown of airline pallets. Swissport Cargo Services France will focus on cargo handling, working alongside the company's cargo operation in Basel. The facility adds capacity within Swissport's European cargo network and provides a base for growth in France. "It allows us to build on the expertise of our Basel cargo team while developing a presence in France," said Andreas Behnke, Head, Cargo Switzerland, Italy, and France.



Movements



DHL GLOBAL FORWARDING
Dubai, UAE

Maja Smidt has joined DHL Global Forwarding as Chief Information Officer, the Middle East and Africa. She will also be on the Regional Management Board. In her new role, she will focus on operational efficiency, process improvement, and digital transformation across the region. She has been with DHL for 15 years.



NOATUM LOGISTICS
Istanbul, Türkiye

Esen Oz Tekayak has been appointed Managing Director, Türkiye, at Noatum Logistics. In her new role, she will lead the firm's operations in Türkiye, focusing on business growth, operational performance, and commercial development. Tekayak's appointment will support Noatum Logistics' efforts to strengthen its presence in Türkiye.



ASCENT GLOBAL LOGISTICS
Michigan, USA

Gal Dayan has been appointed Chief Operating Officer at Ascent Global Logistics. In his new role, he will lead Ascent's global operations as the firm expands its logistics capabilities, focusing on operational performance and multimodal transportation. He has also worked with Horizon Air Freight and Swift Marine.



AMERIFLIGHT
Texas, USA

David Harvey has been appointed President and Chief Executive Officer of Ameriflight. He will lead regional cargo and charter operations, focusing on revenue diversification and new opportunities across the aviation and logistics sectors. He has previously served as Chief Commercial Officer at Wheels Up and held a leadership position in Southwest Airlines.



OMAN SATS CARGO
Muscat, Oman

Kevin Chin has joined Oman SATS Cargo as Advisor to the CEO. He will provide advice drawing on his experience in cargo management, ground operations, revenue development, and business transformation. Most recently, Chin served as COO at PT Jasa Angkasa Semesta. He has also held leadership roles at PT Jasa Angkasa Semesta and SATS.



DHL AVIATION
Shanghai, China

Julie Zhu has been appointed Senior Director, Air Capacity Sales, China, at DHL Aviation. In her new role, she will lead air capacity sales in China, focusing on pricing, capacity management, customer requirements, and commercial growth across the air cargo market. She recently served as Head of Revenue Management and Pricing, Asia-Pacific.



SRILANKAN AIRLINES
Colombo, Sri Lanka

Vipul Misra has been appointed Acting Chief Executive Officer at SriLankan Airlines. In his new role, he will provide technical and operational leadership with a focus on improving the airline's performance and efficiency. Misra has previously worked at Air India, Vistara, IndiGo, SpiceJet, Kingfisher Airlines, and Air Deccan.



AIR CANADA CARGO
Montréal, Canada

Nicolas Saignat has been appointed Senior Director, Cargo Sales Americas, at Air Canada Cargo. He will lead commercial activities across the Americas, focusing on support for forwarders and shippers, partnerships, and cargo growth across key markets. Previously, he has held leadership roles with CEVA Logistics and WestJet Cargo.

VOTING

closes on 7 November



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