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CARGO talk

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talk
Let's Keep Moving



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CARGO
talk Middle East
is printed on behalf of

Durga Das Publications
(Middle East) FZE

at Modest Print Pack Pvt. Ltd.,
C-52, DDA Sheds Okhla Industrial Area,
Phase-I, New Delhi-110020

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Check-it application of Çelebi Cargo to enhance flight safety



Çelebi Cargo GmbH has selected Check-it, a Nallian's software application, to improve the digitalisation path of its subsidiary in Frankfurt. It is using Check-it as a digital ULD airworthy check for final fit-to-fly checks. After a successful trial, Çelebi is checking 100 per cent of the ULDs from a major airline customer using the application.

UPS order for 8 freighters, boosts Boeing sales



UPS as ordered eight freighters from Boeing thus boosting the latter's August sales. The UPS's order was the biggest order out of a total of 26 cargo planes, the aircraft maker said. It may be noted Boeing also took orders for 13 more orders from 737 Max planes, including two from American Airlines. A Boeing official said two 787s delivered to American Airlines were not included in the sales bucket as the planes were undergoing some repairs.

Teleport adds 3 Airbus A321Fs to reinforce Intra-Asia network

Teleport has announced plans to expand its fleet with the addition of three A321Fs. The development has increased Teleport's cargo-only fleet to four freighters in total, in addition to 200 exclusive AirAsia passenger aircraft belly. The three A321Fs will be operated by AirAsia and will be delivered in stages starting in Q1 of 2023. "The addition to Teleport's fleet provides the load ability and body composition where it allows for loading in the main deck and lower deck," stated a release.



Greenville-Spartanburg airport to get new air freight terminal

Greenville-Spartanburg International Airport in South Carolina, the United States, has received a new air freight processing and distribution terminal to handle oversized cargo such as cars, car parts, medical supplies, manufacturing machinery and more. The 50,000-foot expansion represents an investment of an estimated US\$5 million. The goal is to accommodate ongoing rapid growth in the airport's freight operations, as per reports.



VIETRAVEL, ACG to launch new cargo airline in Asian market

To improve air transport logistics and diversify air cargo products in the region, Vietravel Airlines shares plans to launch a new cargo airline in cooperation with logistics service Asean Cargo Gateway (ACG). With stakes of 51 per cent and 49 per cent, respectively in VUAir Cargo, the two firms anticipate the first year of operations will see the airline focus on transporting goods between Vietnam and large factories in Asian countries, including China, Malaysia, Indonesia, and Thailand.



Astral Aviation to offer more freighter opportunities



Astral Aviation operates charter flights to and from India on its B767-200F. The flights originating from Hong Kong carry cargo comprising mobile phones and e-commerce, and pharma. The flights from India comprise pharma destined for Africa. With the induction of B757-200Fs into its fleet in Sept, Astral will offer charter opportunities to meet the increase in demand, which will complement B767F having a payload of 42 tons.

APAC airfreight to grow by US\$59,298.21 mn by '28

The APAC air cargo market may grow from US\$ 38,355.21 million in 2022 to US\$ 59,298.21 million by 2028, reflecting a growth of 7.3 per cent CAGR. Online retailing will lure prospective customers than brick-and-mortar competitors as the internet has a global reach. E-commerce market players can choose from logistics options, such as surface transport and air transport, to deliver packages to their customers.



SF Airlines expands fleet, adds B767-300 freighter

SF Airlines continues with its fleet expansion with the addition of freighter number 75. The carrier this week took the delivery of a B767-300 freighter ahead of the air cargo peak season, said official reports. The airline has added seven freighters to its fleet so far this year, following on from the addition of seven aircraft in 2021. It has been expanding its capacity and air-route network to provide efficient transport services for diverse products, especially fresh agricultural products.



American Airlines adds more flights on booking portal

American Airlines Cargo added flights from 28 more countries on the booking portal, WebCargo. It stated the countries are spread across Latin America, the Caribbean and Canada. "Following Europe and the USA, this regional rollout onto WebCargo now includes a significant portion of its global network, with plans to continue expanding on the platform in the coming months," the carrier stated. Currently, the carrier operates 5,000 monthly flights out of these regions.



Except China, global air cargo volumes record rise in June, IATA statistics



As per IATA's latest statistics, air cargo traffic in July fell by 9.7 per cent y-o-y in cargo tonne kilometres terms. The IATA stated several factors should be noted, while considering the figures. A statement read, "New export orders, an indicator of cargo demand, decreased in all markets, except China, that showed an upward trend in June."



INNOVATION KEY TO BOOM IN CARGO VOLUMES



When it comes to aviation, **Nasir Jamal Khan**, Chief Executive Officer, Al Naboodah Travel and Tourism Agencies, stands out prominently in the field of international travel. He has a career spanning three illustrious decades in the region. He shares valuable insights into the business of air freight management and its impact.

 Abigail Mathias

How has the logistics and cargo industry handled the pandemic?

Logistics companies, involved in the movement, storage and flow of goods, have been directly affected by COVID. As an integral part of supply chains, both within and across international borders, logistics companies facilitate trade and commerce

and help businesses get their products to customers.

Logistics was affected by the disruption to global supply chains, constrained cargo capacity, broken links, and affected world trade and business. But the industry adapted quickly to meet worldwide demand for service continuity. Industry players realigned their fleet capacities and re-engineered

their operations to accommodate shifting trade and consumers patterns amidst the most challenging circumstances. The companies embraced innovative solutions to help overcome roadblocks and maintain operations. Because of higher air cargo freight rates, resulted in blank sailings and longer transit time for trucks.

Air freight: Volumes decreased by as much as 19 per

cent in 2020-21 due to a reduction in passenger flights, which carry freight as belly cargo, and drop in manufacturing in China. However, as shippers and the governments turned to air cargo for shifting essential goods, air freight rates increased—some carriers are also witnessing delays due to congestion at airports. Mid-April saw an increase in cargo capacity, as well as recovery in volumes transported, al-

though they are still down year-on-year. The overall reduction in capacity is greater than the net drop in demand, which supports higher air freight rates.

At present, the air carriers have an advantage—as not all sea, rail and road routes functioned due to various disruptions caused by the pandemic. Air carriers can tap customers and offer them a competitive solution for their logistics needs to protect their products in multiple markets. Freighters can help the customers by store their goods, and in a time-bound manner.

“Going forward, we have seen an increased dedicated air cargo capacity. The airline industry is already reallocating fleet to exclusively serve air cargo demand.”

What is the strategy adopted by your company to manage the demand of international logistics and cargo?

The impact on the General Sales Agent (GSA) business is positive as well as negative. The negative impact of commercial flights have reduced and cargo capacity along with it. But this has forced us to find new solutions and to innovate



Nasir Jamal Khan
CEO
Al Naboodah Travel & Tourism Agencies

The overall reduction in capacity is greater than the net drop in demand, which supports higher air freight rates



IN SHORT

- As air freight have rates increased, some air cargo carriers are witnessing delays due to congestion at airports.
- The impact of fuel hike is number of commercial flights have reduced along with cargo capacity.
- The airline industry is reallocating fleet to exclusively serve the air cargo demand.



What are some of the current trending issues that the cargo industry in the GCC region is dealing with?

Air freight rates will continue to be inflated as the belly-cargo capacity of the passenger aircraft remains limited, and the introduction of new aircraft into the market is slow. Sentiment in the air cargo industry indicates that air cargo rates are likely to continue to increase in the near future, but surcharges from the cargo carriers are likely due to network disruptions, surging fuel prices because of the Russia-Ukraine conflict.

to support our clients who need our support more than ever given the pandemic situation. This has strengthened our role, allowing us to be an essential ally in maintaining our clients' activity levels and assisting them in their recovery. For example, we do this by finding solutions to increase revenue with freighters and cargo charters.

- Promote the carrier's cargo network and uplift capabilities.
- Offer new opportunities through SPA agreements from the UAE.

Closure of the Central Asia airspace will bolster air cargo capacity restrictions. The air cargo demand continues to outpace the cargo capacity in the market as of March 2022, with air freight remaining limited and dedicated freighters proving unable to meet demand.

Increasing pharmaceutical and healthcare cargo is driving the market. The pharmaceutical market of Saudi Arabia is considered one of the fastest-growing one, with export potential to serve Middle East and North Africa (MENA) region and Organization of Islamic Countries (OIC) having a total market of US\$120 billion.

FACT FILE

- Air freight rates will continue to inflate as the belly-cargo capacity of the passenger aircraft remains restricted.
- The air cargo demand continues to outpace the cargo capacity in the market as of March 2022 following which revenues have dipped.

As the GSA to several international airlines, what is your company's strategy to deal with the cargo divisions of each competing airline?

Our objective is to serve our customers with the same commitment, integrity, and hospitality, fueled by a dedication of dynamism, efficiency and quality to meet the ever changing and challenging requirements of the cargo industry.



New cargo handler for Philadelphia Airport

Menzies Aviation and Kale Logistics Solutions are likely to play an important role in the PHL Cargo Expansion Strategy. It will help achieve goal of becoming the premier cargo airport for speed, efficiency, and quality on the East Coast.

CT Bureau

According to Airport Technology.com, Menzies Aviation has been selected by the City of Philadelphia Division of Aviation and Aviation Facilities Company (AFCO) as a new cargo ground handler at the Philadelphia International Airport (PHL).

PHL has 449,761 sq. ft. of cargo space. Its cargo buildings include six active cargo facilities and an American Airlines maintenance hangar. PHL and AFCO have finalised Kale Logistics Solutions as tech solution provider for the airport's cargo community system.

Commenting on the development, PHL chief revenue officer Jim Tyrrell said: "Our partnership with AFCO, Menzies and Kale are a critical step in the evolution of Philadelphia International Airport's cargo programme. "It will help us achieve our goal of becoming the premier cargo airport on the East Coast for speed, efficiency, and quality. Beyond increasing our cargo throughput, this partnership is also meant to enhance services for our passenger airlines."

Menzies and Kale are said to play an important role in the PHL Cargo Expansion Strat-



egy, unveiled in 2021. This is aimed at coping with the growing regional demand for air cargo as well as logistics in and around the airport. AFCO plans to build a 150,000ft² facility for Menzies under the new alliance with the airport and the City. This facility is expected to capitalise on investments allocated for the relocation of Tinicum Island Road in addition to extending the cargo ramp area of the airport. It will utilise the relationship between the airport and Kale Logistics to develop an air cargo community system.

Additionally, Menzies, AFCO and PHL are assessing near-term options for their opera-

tions before the completion of the new dedicated air cargo building. Menzies Aviation Global Cargo Services executive vice-president Robert Fordree said: "We are delighted to be working with Philadelphia Airport, AFCO and Kale on this new development for cargo.

"This is aligned to our model of working with stakeholders and airports that are willing to invest in cargo infrastructure. We are embracing new technologies for cargo handling and bringing this approach to the cargo community system." Menzies offers air cargo, ground and fuel services at as many as 50 airports across 58 countries. 🌍

It will help PHL achieve the goal of becoming the premier cargo airport on the Eastern Coast for speed, efficiency, and quality

‘Revamp standards of ferrying hazardous goods’

Reducing risks, while handling dangerous cargo is a critical element of air cargo and maritime supply chain. Regulators and industry work together to secure supply chain to ensure flow of commerce. We dive into current international standards on which these must be operated.

 CT Bureau

In the face of increased volumes of dangerous goods being transported by air and ocean, there is a need for guidance on safe handling and storage of hazardous goods in warehouses, including port and terminal facilities, in case of major as well as lesser accidents.

In this connection, drawing on the combined experience in the movement of dangerous goods, global trade organizations such as International Cargo Handling Co-ordination Association (ICHCA), International Vessel Owners’ Dangerous Goods Association (IVODGA), National Cargo Bureau (NCB) and World Shipping Council

(WSC) jointly issued a White Paper—‘Safety Guidance for Dangerous Goods Storage and Handling Facilities’—in December last year.

Dangerous goods or hazardous cargo means those substances, materials, and articles covered by the International Maritime Dangerous Goods (IMDG) Code.





These are considered hazardous because of their flammable, corrosive, poisonous nature, or other properties. Subsequently, many influential industry stakeholders have endorsed the guidelines

and the International Chemical Transport Association (ICTA) can also be added to the list.

Richard Steele, CEO, ICHCA, said, “To make a difference to the standards of safety in supply chains that feature hazardous materials, it is important to reach all those involved and create a mass of like-minded partners. The endorsement of our work by such an authoritative voice as the ICTA is, therefore, decidedly welcome.”

A vital element of the White Paper is a warehouse checklist. A practical management tool, the checklist format is an addition to the other the White Paper. Broken down into eight significant functional areas of operation, its 14 pages are designed to be comprehensive, yet easily digestible as an everyday device for maintaining safety management vigilance.

For its part, the ICTA witnesses the White Paper and the safety efforts it represents as a step forward in

guiding operators to improve their already high standards. “Chemical supply chains rely on an interplay of different actors to deliver dangerous goods safely at various destinations across the globe,” commented Douglas Leech, Chair, Transport & Security Committee, ICTA. “Chemical distributors cooperate with logistical and warehousing companies to make this happen. These guidelines will help them to jointly prevent accidents in their warehouses—keeping workers, neighbours, and the environment safe and secure.”

The Dangerous Goods Warehousing White Paper, and its accompanying checklist, detail the risks involved in storing and handling dangerous goods and, importantly, the measures to be taken in controlling them. Topics covered include competency and training of workforces, property construction, fire protection, security equipment, and emergency response procedures. It is intended as a guide to systematic and documentable processes for those managing and operat-



Richard Steele
Chief Executive Officer
ICHCA

Goods covered by IMDG are considered hazardous due to their flammable, poisonous nature and other properties

IN SHORT

- The Dangerous Goods Warehousing White Paper details the risks involved in storing and handling dangerous goods.
- The White Paper also states that measures should be taken in containing them.
- Other than detailing the risks involved, the accompanying checklist states need to improve standards.





ing storage facilities to ensure on-site safety but also that incidents are containable if they arise.

Established in 1952, ICHCA International is an independent, not-for-profit organization dedicated to improving the safety, productivity and efficiency of cargo handling and movement worldwide. ICHCA's NGO status enables it to represent its members, and the cargo handling industry at large in front of national and international agencies and regulatory bodies, while its technical committee provides best practice guide and develops publications on a wide range of practical cargo handling issues.

The ICTA represents the international chemical distribution industry and promotes safe and sustainable

chemical supply chains. The chemical distribution industry has a significant role to play to make a positive societal impact. Aside from taking responsibility for their operations, the chemical distributors interact with their customers and suppliers to help them work more safely and securely.

REDUCING FATALITIES

Another important aspect is safety. Fall from a certain height is one of the biggest causes of injury and fatalities in the cargo theatre. The distance of the drop need not always be as prominent as imagined to cause harm. Freight transport liability insurer, TT Club, debunks some common perceptions, offering advice on risk mitigation. UK regulations stipulate that 'working at a height' is defined as any-

place where if there were no precautions in place, a person could fall a distance liable to cause personal injury. While in the USA, it is required that fall protection be provided at elevations of four feet in general industry workplaces, five feet in shipyards, six feet in the construction industry, and eight feet in longshoring operations, respectively.

In the international context, there is no specific minimum height above which the regulations apply and each jurisdiction has its own requirements. So the need for protection equipment against accidents vary. The operators across the supply chain, therefore, need to be familiar with varied local regulations in every location where they have employees.

FACT FILE

- The ICTA represents the international chemical distribution industry and promotes safe and sustainable chemical supply chains.
- Another vital aspect is safety. Fall from a certain height is one of the biggest causes of injury or fatality in cargo theatre.



“Working at a certain height remains one of the biggest causes of fatality or major injury at workplace. The common perception is that these relate to falls from ladders or through fragile surfaces, where workers are far from the surface below. But this is not always the case,” commented Mike Yarwood, Managing Director, Loss Prevention, TT Club. “It might come as a shock to learn that a worker had died because of falling from a meter-and-a-half height from a standard shipping container sited on a road trailer.”

The deceased was inside an open top container giving access to an overhead crane to remove the cargo of steel girders. The worker fell from the container because the rear doors of the unit were open. Although the company had various generic risk assessments and safe working method statements, measures to prevent or mitigate a fall from the rear of this container were absent. The tragedy could have been averted.

“A local court had penalized the company £200,000, excluding other costs,” informed Yarwood. “But the penalty could have been greater and potentially unlimited. The case also highlights an important issue—many haulage companies and warehouse operations may not witness work at the back of an open trailer or container on wheels working at a certain height.” Since protecting the workforce

must be a priority, TT has advised a seven-step course of action:

- Conduct a working-at-height risk assessment.
- Implement working-at-height training.
- Invest in PPE for working at height.
- Complete safety equipment maintenance.
- Implement a personal safety system.
- Update and review your procedures.


Fall from a certain height is one of the biggest causes of injury and fatalities in the cargo space



Gateway to Africa



RwandAir seeks to bring its first dedicated freighter as it tries to take advantage of increasing demand for air cargo services. The airlines is planning to maximize air cargo operations from Dubai for its biggest city in UAE and we see a lot of capacity from here, says **Jimmy Musoni**, CCO.

 Abigail Mathias

The international carrier of Rwanda, RwandAir operates domestic and international flights from its main base in Kigali International Airport in Kigali, Rwanda. It also hosts a sophisticated cargo operation from the same venue.

CARGO talk caught up with its Chief Commercial Officer, Jimmy Musoni on his recent visit to the United Arab Emirates (UAE) to find out more details.

Elaborate on some of the techniques adopted by RwandAir Cargo Services operating from Dubai airport and Rwanda. What makes it unique from other carriers?

At the moment what we have scheduled passenger flights that also utilize belly capacity to carry cargo. However, there are efforts to maximize our cargo operations, especially in Dubai. Shortly. We are planning to expand our operations to meet demand from the UAE market. Dubai is the biggest cargo hub for us and, therefore, we see cargo poten-

tial from from this area. Plans are afoot to increase cargo capacity to this region.

What are some of the strengths of RwandAir in terms of air cargo and, special services to customers in the GCC region?

What makes RwandAir unique is the direct operations to Rwanda. Being a direct operator, operations are smoother and faster. Innovations are easier to initiate with more focus on customer feedback which helps in making faster faster within our processes. RwandAir contin-

FACT FILE

■ We have plans to expand our operations to meet demand from the UAE market. Dubai is the biggest cargo hub for us and, therefore, we see a lot of cargo capacity from this region.



ues to see growth of cargo capacity in this region and this is just the tip of the iceberg. With the introduction of freighter operations from United Arab Emirates (UAE), a lot will change drastically, especially meeting expectations of our cargo clients.

What are some of the upcoming strategies being adopted by RwandAir in collaboration with other air freight firms when it comes to perishable cargo, express courier, general cargo and dangerous goods?

This is something we will

address soon. The number one promotion we are looking at is an upcoming event where we would introduce our cargo freighters to our loyal clients. We believe this will be an exciting moment for those who are looking at



faster service between UAE and Rwanda.

What are the marketing initiatives you have undertaken for cargo agents to promote your airline?

There are several initiatives in the market at the moment. However, with the introduction of freighter operations, a lot will change as the market segments are expected to increase. Therefore, clientele portfolio will require more resources on the ground to ensure all stakeholders expectations are met.

What percentage of revenue is generated from cargo?

Since we are at a nascent stage, it is not at the levels that we expected. However, we hope it may grow gradually with the implementation of initiatives mentioned earlier.

As the new aircraft are fuel efficient, how is it helping you and what steps have you taken towards sustainability?

Fuel efficiency is a vital topic for the industry. There are initiatives that we have undertaken for cargo and for passenger flights. However, utilisation of new aircraft is important is a priority for us.

What are the ways in which RwandAir will go digital?

For cargo, we have many innovations, starting from systems. Booking cargo and cargo tracking systems have been digitized. We want our clients to have a comfortable experience with RwandAir. 🍷



Jimmy Musoni
Chief Commercial Officer
RwandAir

Fuel efficiency is an important topic for us. We have undertaken several initiatives, including technical ones

Air cargo volumes up in August: TIACA

According to recent reports by CLIVE Data Services and The International Air Cargo Association, global air cargo has witnessed a surge in demand. August volumes were a more modest —5 per cent adrift of the August 2021 level and —4 per cent compared to the pre-pandemic 2019.

CT Bureau

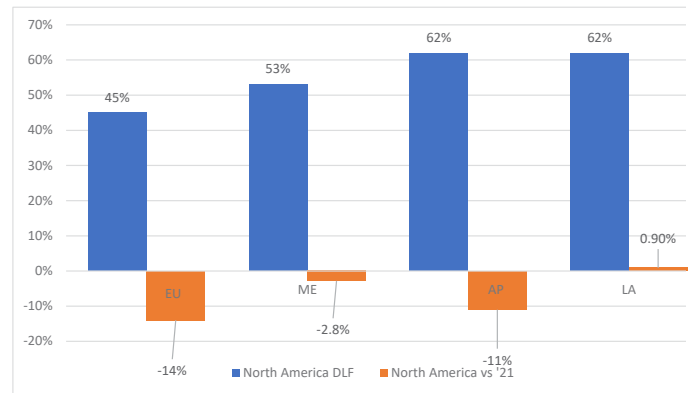
Global air cargo market performance data for August offered a glimmer of hope for volumes in the upcoming peak season as the decline in demand witnessed over the previous four months slowed down and general air cargo rates between Europe and North America stabilized, as per the latest weekly analysis from CLIVE Data Services, a part of Xeneta.

After —8 per cent and —9 per cent year-on-year decline in demand in June and July 2022, August volumes were a more modest —5 per cent adrift of

the August 2021 level and —4 per cent as compared to 2019.

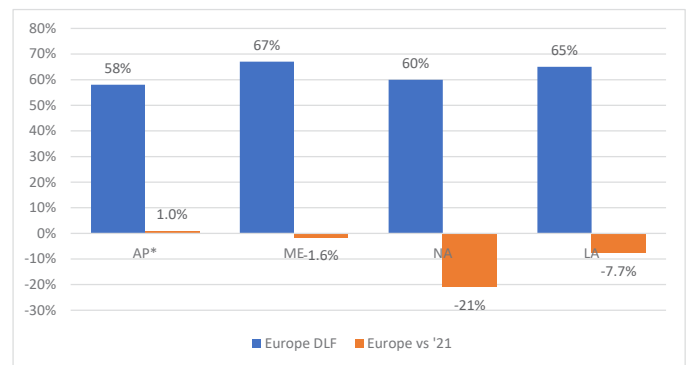
Despite continuing transportation and supply chain chaos resulting from staff shortages in airports and airlines, global air cargo capacity in August recovered 7 per cent from the corresponding period last year, thanks to surge of global summer travels in the Northern hemisphere. It continued to narrow its recovery to the market capacity level seen in 2019, now just 9 per cent away. CLIVE's 'dynamic load factor' industry benchmark, which measures both the volume and weight perspectives of cargo flow and available capacity.

North America



QUICK BYTE Cargo volumes in August out-performed June and July as compared to last year's volumes

Europe



Global summary of general air freight market in August 2022			
Region	Dynamic loadfactor		
	Aug '22 <i>Abs. in %</i>	vs Aug '21 <i>Change in p.pts</i>	vs Jul '22 <i>Change in p.pts</i>
Global	58%	- 6.7%	- 0.4%
Outbound:			
Asia Pacific	72%	- 5.1%	+1.8%
North America	48%	- 6.6%	- 0.3%
Europe	62%	- 9.2%	- 1.2%
Middle East & Central Asia	57%	- 4.9%	- 0.5%
Latin America	60%	- 4.0%	- 1.7%
Africa	45%	- 2.3%	+ 2.7%

Source: CLIVE Data Services

It produced the best indicator of airline performance dropped by 7 per cent points and 2 per cent points as against 2021 and 2019, respectively, to 58 per cent, which is at a

similar level for the past three months.

Benefitting from the slash in jet fuel prices from the historical peak in June, general air freight spot rates

averaged US\$3.61 per kg in August, the lowest since September last year. This was still +4 per cent versus August 2021 and +113 per cent above the 2019 levels,

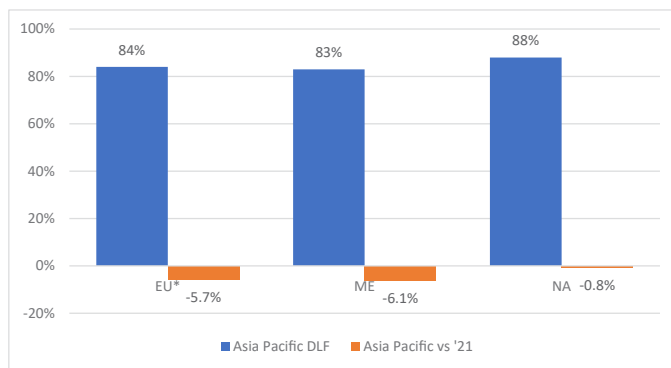
Disruptions due to Russia-Ukraine war, inflation, and lockdowns in China increased demand from Europe and the USA

although the latter percentage as compared to +156 per cent in early 2022, reconfirms the gradual transition of air freight rates back to three years ago.

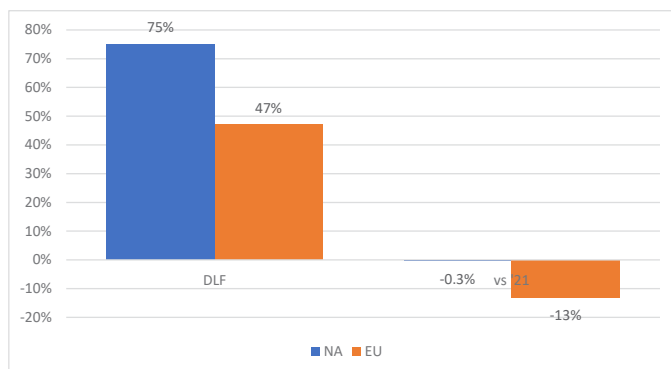
As per August 2022 market data, however, volumes and rates started to pick up again, said Niall van de Wouw, Chief Airfreight Officer, Xenta. “In many respects, this data is quite remarkable. It is relative to the two previous months because volumes in August—traditionally the quietest month due to the holiday season—leveled out and out-performed June and July as compared to last year’s volumes. The strong US Dollar and its parity with the Euro boosted demand from Europe to North America, with westbound load factor remaining above average for the month at 61% and rates stabilizing on these lanes,” he said.

Expectations of a muted Q4 peak season remain due to continued supply chain disruptions, Van de Wouw

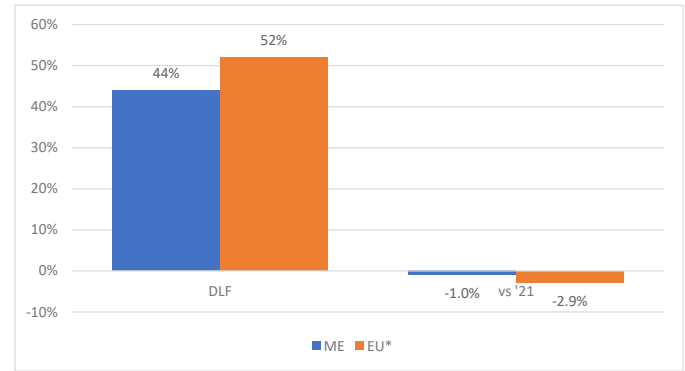
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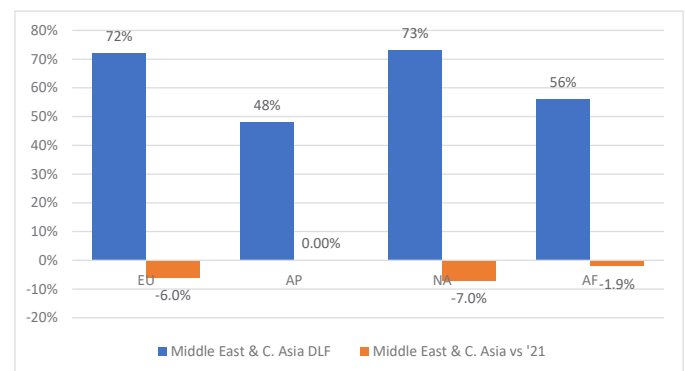
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said the unexpected deviation from previous months (seen in August) could signal a better-than-expected end to the year for the air cargo market. “Heading into summer, we saw a 15 per cent increase in transatlantic capacity. With a slowdown in global economies expected in the near term, the airlines are reporting reductions in their winter schedules, and we are likely to see continued capacity constraints on popular air cargo trade lanes, such as outbound Asia to Europe and North America and Europe to North America. If the fall in demand is easing, however, as August indicates, that capacity shift could see us return to a seller’s market again, and load factors return to range of 70 per cent to 80 per cent. It is fair to assume volumes will be higher in November than in August.”

The international air cargo market is unpredictable and remains chaotic. Disruptions due to a lack of resources, the Russia-Ukraine conflict, natural disasters, reports of record inventory levels in the USA, high inflation, and more COVID-related lockdowns in Chinese cities—the ‘factory of the world’ for so many products—promise more volatility of air cargo market for the rest of the year, Van de Wouw said.

FACT FILE

■ With slowdown of global economies likely, the airlines are reporting reductions in their winter schedules, and we may see continued capacity constraints on popular air cargo trade lanes.



Hike in cargo capacity records increase

Addressing concerns about confrontations in aviation sector, **Willie Walsh**, Director General, IATA, offering a broad perspective, says international traffic is now 32% of where it was in 2019. Overall, we are at 75% of where we were in 2019, he adds.

FACT FILE

■ We continue to see strong growth in both domestic and international markets. The July figures show that the cargo business is still estimated around where it was in pre-pandemic levels.

 CT Bureau

Analyzing the sector since July, the good news is the recovery continues and passenger recovery is gaining momentum. And one would expect, we continue to see growth in both the domestic and the international markets. The July figures show that the cargo business is still roughly around where it was in 2019. So a solid performance from cargo, said

Willie Walsh, Director General, IATA.

Domestic market has seen a recovery due to China and I will show you some figures in that connection in a moment. International traffic is now 32 per cent down to from where it was in 2019. Overall, we are at about 75 per cent of where we were in 2019. So we are making a solid recovery as we go through the

summer season in the Northern Hemisphere.

In the seasonally adjusted cargo index back to January of 2020 it shows the continuing strong performance of the cargo business. We have seen very strong performance in Latin America in July. There is some disruption because of the war in Russia-Ukraine. That has taken a lot of capacity out of the European mar-

ket, and we continue to see some disruption in the supply chains. But in general, cargo performance continues to perform well, which was slightly down in July from where it was in July of 2019.

In the domestic markets, we noticed a strong 'V' shaped recovery that I mentioned in China. So domestic markets continue to perform well. It is very encouraging to see that China is beginning to move again, internally at least. And I think that it is hopefully a positive development, especially in relation with China. But all domestic markets are performing strongly now as we go through 2022 vs 2019.

In terms of global traffic, we can witness Asia Pacific region lagging behind. This is seasonally adjusted going back to January of 2020. If I look at July, traffic within the Asia Pacific region is at about 35 per cent from what it was in 2019. And looking at some of the major traffic lanes in Asia and within Asia, it is 25 per cent of where it was in 2019. Europe to Asia is under 40 per cent, (about 38%). We are see-

ing Middle East to Asia region picking up pace at about 68 per cent. We are seeing good steady progress in other regions too, he added.

FUEL PRICES

We have noticed a difference between the basic Brent oil price and the jet oil price. And this is at levels I do not recall ever seeing before. I think the crack spread in the last week by about 50 per cent. I looked back over the 10-year period up to 2019, where it averaged about 17 per cent. And as you know fuel represents the single biggest cost in an airline's cost base. So although you have seen the prices of Brent oil ease a little, jet oil prices are still very, very strong and very elevated. This will continue to put pressure on the airline cost base as we go through the rest of the year.

We expected this crack to spread and reduce as more jet fuel supply becomes available. But clearly, the recovery is stronger than the recovery in the production of jet fuel, and, hence the elevated crack spread. So, hopefully we will see this moderate a bit

more pronounced as we go through 2022. But clearly it is a challenge for all airlines. We do see some hedging in the industry. I am aware of some airlines that have embarked on hedging in recent months where they had not been previously hedged, just to provide themselves with some protection against the volatility, we are witnessing in the jet oil prices at the moment.

In terms of strong forward bookings—the recovery is gaining some momentum. We have seen good traffic figures through the peak summer in the Northern Hemisphere, and domestic markets presently recovering well with the increased activity in the Chinese market. And we expect this to continue well into August and September, given the positive trends that we are seeing in forward bookings. So I think there is a good story, both on the passenger and cargo side of the business, although there are some challenges ahead, particularly with the prices of fuel. But there is a positive outlook for the industry currently. 🍷



Willie Walsh
Director General, IATA

So although Brent oil prices have eased slightly, jet oil prices are still very strong. It will continue to put pressure on the airlines




Astral freighters to ferry pharma to Africa

Astral Aviation operates charter flights to and from India on B767-200F to ferry mobile phones, e-commerce cargo and pharma. With the arrival of 2 x B767-300F in 2023 and 2 x B777-300F in 2024 and 2025, it can handle up to 1.5mn tons of cargo, **Sanjeev Gadhia**, Founder & CEO



Sanjeev Gadhia
Founder & CEO
Astral Aviation

 Ritika Arora Bhola

Please tell us about the genesis of Kenya-based Astral Aviation business ops in India and abroad. How is the carrier gearing up to meet the increased demand and 100 per cent capacity utilisation?

Astral Aviation operates charter flights to and from India on its B767-200F. The charter flights to India originate from Hong Kong and comprise mobile phones and e-commerce cargo, along with pharmaceuticals. The charter flights from India comprise pharma cargo, including vaccines destined for Africa. With the induction of the B757-200F into the Astral fleet in September 2022, Astral will be offering additional charter flights to meet the increase in demand. B767F will have a payload of 42 tons and B757F with a payload of 30 tons.

Astral Aviation acquired a widebody aircraft and is eyeing jumbo jets to expand operations. Please throw light on your fleet of freighters. What are the new destinations launched for cargo after the flights resumed globally?

Astral Aviation currently operates two X B747-400Fs for perishables between Nairobi Hub and Europe. It will soon expand its wide-body fleet with the arrival of two X B767-300Fs in 2023 and two X B777-300Fs in 2024 and 2025, respectively. Astral will be introducing new flights to and from Tel Aviv and Riyadh, while increasing frequency to Johannesburg and Hong Kong. It also operates to 50 destinations on its network, which is connected via its hubs in Nairobi, Liege, Dubai, Johannesburg, and Delhi.

Explain digital and physical state of the art infrastructure for efficient storage, handling, and transportation of all types of cargo, especially cold chain products, pharma among others?

Astral Aviation's outsourced ground handling activities in Nairobi is Africa Flight Services. It has excellent infra for storage, handling, and transportation of all types of cargoes, including cold-chain products. The facility at the Nairobi Airport can handle the equivalent of 25 million doses of vaccines in 3,000-meter square of cold-storage facility with an additional 6,000-meter square of outsourced cold-storage facility at the airport, which makes it the largest cold storage air side facility in Africa.



How would you rate infra in Kenya for efficient cargo movement? Does it support the airline's plans to move cargo, especially pharma, efficiently or should it be improved?

Kenya has the best infrastructure in Africa for cargo movement with air-side facilities,

Dubai to our Nairobi Hub with onward connection to 20 destinations on the Intra African network. We operate e-commerce and mobile phone charters to Delhi, Mumbai, and Hyderabad in India from Hong Kong, in addition to charters for pharma from

We are still under negotiations and will be making an announcement at the IATA World Cargo Symposium in London.

What are the strategies adopted by the airline to move ahead and achieve growth?

Astral is appointing new GSAs and CSAs in UAE, Qatar, Kuwait, Saudi Arabia, and China in order to increase its network



ties, which can handle up to 1.5-million tons of cargo via AFS, Swissport, Kenya Airways, Siginon Group and The Manpower Company. They have been constructed under the PPP Concession model. We are fortunate to operate one of the best aviation hubs not only in Africa, but in the developing world.

Elaborate on the Indian and Middle East destinations covered. What kind of cargo is moved between these countries?

We operate scheduled services from our Middle East Hub,

India to Africa on the B767-200F; it will be complemented with a B757-200F from September 2022.

Sustainability is the buzzword in the sector. Share with us carbon-neutral initiatives taken by the airline?

Astral Aviation is still in the process of developing a sustainability program.

Could you explain the global best techniques you are planning to infuse into the company's operations for efficiency in business and network enhancement?

Astral has embarked on a new strategy of appointing new GSAs and CSAs in UAE, Qatar, Kuwait, Saudi Arabia, China, and India, which will enable it to grow. Astral appointed Zeal Global in India during the Air Cargo India event.

What are your upcoming projects and expansion plans?

With the induction of B757-200F in September 2022, Astral will offer more capacity to and within India, and will operate new scheduled flights to and from Israel and Saudi Arabia in 2022. 🇸🇦

FACT FILE


- Astral outsourced ground handling activities in Nairobi. It has good infrastructure for efficient storage, handling, and transportation of all types of cargo, including cold-chain products.





Cargo, drones on agenda in 3-day **Dubai Helishow**

Ninth edition of Dubai Helishow, beginning 24 October, will bring together industry leaders, stakeholders, government and private organisations from global international and local helicopter community. The discussions will also cover modern helicopters and air taxis.

 CT Bureau

Dubai Helishow 2022, the only international exhibition dedicated to the helicopter and aviation industry in the Middle East will be hosted with the participation and support of the Mohammed bin Rashid Aerospace Hub (MBRAH). The exhibition, which will start from 24 to 26 October, will highlight the latest tech-

nologies, aircraft operations, and trends in the industry along with the support of vertical aviation sectors at Al Maktoum International Airport in Dubai South.

The ninth edition of Dubai Helishow 2022 will be held in conjunction with the Military & Homeland Security exhibition and the Air Medical and Rescue exhibition. Organized by The DOMUS

Group, the aviation exhibition will host professionals, government members, VIPs, and the helicopter community. It will witness the participation of many experts and specialists, who will share their experiences toward the continued growth of the helicopter and defence industries. Industry leaders, under the guidance of the Mohammed bin Rashid Aerospace Hub, will address important



The previous edition of Dubai Helishow witnessed participation from more than 5,000 people and has been receiving unprecedented support from all governmental and non-governmental agencies in anticipation of its ninth edition. This indicates the helicopter sector's return and recovery following the ongoing pandemic.

Tahnoon Saif, Chief Executive Officer (CEO), Mohammed bin Rashid Aerospace Hub, said, "We are pleased to be joining the exhibition and conference as it represents an excellent opportunity to internationally display our projects and capabilities to develop the aviation industry in Dubai. At MBRAH, we seek to fulfil the vision of His Excellency Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the United Arab Emirates and Ruler of Dubai, to make Dubai the aviation capital of the world."

Maysoon Abulhoul, M and COO, Domus Group, said,

aspects and current affairs toward advancing all industry stakeholders and partnering with the international and regional companies.

"With the UAE's focus on modern and sustainable air mobility, the Dubai Helishow platform is committed to contributing to the progression of the helicopter industry and its associated trade in the United Arab Emirates (UAE) and the Middle East. With the vital role of helicopters in the Middle East, ranging from defence, search and rescue operations, cargo, commercial transport, fire protection, and medical evacuation and transport, the exhibition will bring together industry leaders and stakeholders, involving government and private organizations, to share their knowledge and experiences for the growth of the industry."

The discussions will cover modern helicopters and air taxis, future vertical take-off, and landing tech, future maintenance and updates for airports and helipads, to name a few. The event will also emphasize developments in the unmanned aerial vehicles and drones' sectors. 🚁


The exhibition is committed to contributing to the progression of the helicopter industry and its associated trade in UAE and the Middle East





First electric cargo plane licensed by UAE

Due to growing concerns of international climate change, United Arab Emirates and several other countries around the world are increasingly moving towards sustainable and eco-friendly transportation modes to achieve Net Zero carbon emissions.

 CT Bureau

The UAE has approved a temporary license for the first all-electric cargo plane in the region. The aircraft will run entirely on clean energy and have Net Zero emissions.

This decision was taken during a cabinet meeting, chaired by His Excellency Sheikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE and Ruler of Dubai on Sunday.

Taking to Twitter, His Excellency Sheikh Mohammed said the move is an “important step that may contribute to changing the future of the shipping sector and its environmental impacts”. The temporary licensing will help achieve the requirements of green energy and reduce ship-

ping costs for both suppliers and consumers. Due to growing concerns about global climate change, the United Arab Emirates (UAE) and most of the other countries around the world are increasingly moving towards sustainable

vertical take-off and landing (eVTOL) aircraft.

In August last year, the DHL Express has ordered nearly 12 all-electric Alice eCargo aircraft from the USA-based electric aircraft manufac-

Temporary licensing of all-electric cargo plane will help achieve needs of green energy and reduce shipping costs for suppliers and consumers

and eco-friendly transportation modes to achieve net zero emissions.

Since the aviation sector is pushing towards more eco-friendly fuel and energy-efficient aircraft, major aircraft manufacturers in the USA and Europe are developing an all-electric plane and electric


turer, Eviation. The single-pilot Alice eCargo plane can fly at a speed of as much as 815 km and can carry 1,250 kg capacity. In addition, the UPS had also announced to purchase up to 150 electric cargo aircraft in 2021 from the Beta Technologies. The aircraft would be delivered in the year 2024. 🚚

FACT FILE

■ This decision was taken during a cabinet meeting, chaired by H.E. Sheikh Mohammed bin Rashid Al Maktoum, Vice President and PM of the UAE and Ruler of Dubai. Taking to Twitter, H.E. Sheikh Mohammed said, the move is a step to changing the future of logistics sector.

Cathay Pacific launches carbon-offset for air cargo

Carbon-offset program follows the launch of Cathay Pacific's Corporate Sustainable Aviation Fuel Program earlier this year, which brings Sustainable Alternative Fuel into Hong Kong International Airport for the first time in history.

 CT Bureau

Cathay Pacific is taking the lead in aviation's sustainability efforts in Asia with the extension of Fly Greener to its air cargo services. Fly Greener is a carbon-offset programme powered by an integrated carbon emissions calculator, as part of the airline's commitment in tackling climate change by achieving net-zero carbon emissions by 2050.

The new carbon emissions calculator works out the carbon emissions of shipments and the cost to offset them in just a couple of simple steps. Customers can then make a contribution to purchase carbon offsets that come from carefully selected carbon-offset projects. All selected projects are certified under the Gold Standard to ensure their carbon reductions are verified, and come with societal and developmental benefits.

The carbon-offset programme follows the launch earlier this


year of Cathay Pacific's Corporate Sustainable Aviation Fuel (SAF) Programme, which brings SAF into Hong Kong International Airport for the first time in history. It provides corporate customers the opportunity to reduce their carbon footprint from business

Users can enter 5 AWB numbers at a time, and submit as many applications as required

travel and air cargo shipments by contributing to the use of SAF. Cathay Pacific is among the first carriers in the world to announce to use 10 per cent SAF out of its total fuel use by 2030.

General Manager Cargo Commercial George Edmunds said: "The carbon emissions calculator is another tool we have made available to help

our customers achieve their sustainability targets to make our industry more sustainable. In tandem with our development of Sustainable Alternative Fuel (SAF) capabilities, the calculator will give our customers flexibility to offset their carbon emissions via a suite of accredited carbon offset projects."

Customers have been able to estimate their potential emissions by searching for flight connections with the emission calculator on cathaypacificcargo.com, but registered customers using the website will be able to offset their shipments by air waybill (AWB) number. Users can enter five AWB numbers at a time, and submit as many applications as required over a monthly period. The monetary contributions go to fund third-party validated projects to offset the CO2 generated by shipments, through carbon credits bought by Cathay Pacific and passed on to customers. The airline makes no profit in the carbon-offset transactions. 

FACT FILE

■ The new carbon emissions calculator works out the carbon emissions of shipments and the cost in a bid to offset them in just a couple of simple steps. Customers too can contribute by purchasing carbon offsets that come from the carefully selected carbon-offset projects.



JD Logistics' air cargo fleet to take off soon

JD Airlines will initially develop its domestic air cargo around China's three major economic circles of the Yangtze River Delta, the Bohai Sea and the Pearl River Delta, with focus on the cities of Nantong, Beijing, Shenzhen, and Wuxi.

CT Bureau

JD Logistics, the logistics arm of Chinese e-commerce giant JD, has obtained approval from aviation authorities to put its self-owned air cargo fleet into operation, a move expected to help JD boost its long-haul freight capacity, improve delivery efficiency, and ensure the stability of supply chains, industry experts said.

It is to be mentioned that JD is facing intense competition from local courier companies such as SF Express, YTO Express and Cainiao

Network, which have ramped up efforts to build international delivery networks, expand air cargo fleets and strengthen air cargo capacities.

Jiangsu Jingdong Cargo Airlines Co. Ltd., an affiliate of JD Logistics, received permission from the Civil Aviation Administration of China recently. JD Logistics launched two chartered cargo flights from China to Brazil and Germany in March.

The flights transported a variety of e-commerce goods from China, including fast-moving consumer goods, sports equipment, and digital accessories. Goods are shipped to China on return flights, faci-

tating cross-border trade. JD Airlines will initially develop its domestic air cargo around China's three major economic circles of the Yangtze River Delta, the Bohai Sea and the Pearl River Delta, with focus on the cities of Nantong, Beijing, Shenzhen, and Wuxi.

"It will soon extend its reach to cities in the middle reaches of the Yangtze River, then Chengdu and Chongqing, and will gradually cover nationwide major cities in Southeast Asia, Japan and Korea and later in Europe, Middle East and North America by the end of 2025." JD Logistics began developing its air cargo business with airline companies in 2017. 🚀

JD.京东
.COM

FACT FILE

- The airlines will soon extend its network to cities along the Yangtze River, including Chengdu and Chongqing.
- The airlines will gradually cover cities in Southeast Asia, Japan and Korea and later in Europe, Middle East and North America.



The Chinese major is facing intense competition from local courier companies such as SF Express, YTO Express and Cainiao Network

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ADAFZ cargo village, terminal to open soon

Project equipped cargo facilities within Abu Dhabi Airports Free Zone with vital upgrades that meet the latest aviation industry standards. H. E. Eng. Jamal Salem Al Dhaheri, MD and CEO said, it represents a milestone in our strategy to enhance regional air cargo and aviation industries.

 CT Bureau

Abu Dhabi Airports Free Zone (ADAFZ), a subsidiary of AD Airports, has revealed that they are approaching successful completion of the Cargo

which will enable the airport to handle temperature-sensitive air cargo such as pharmaceuticals, healthcare, and life sciences products, in optimal conditions. With a dedicated temperature-controlled area of 3,300 square meters, the facility broadens the AD Airports capabilities to handle all import and transit shipments, and store loose cargo and unit load devices (ULDs).

His Excellency Eng. Jamal Salem Al Dhaheri, Managing Director and CEO, Abu Dhabi Airports, said, “Today’s announcement represents the latest milestone in our enduring strategy to enhance the regional air cargo and aviation industries. With the conclusion of essential upgrades at Cargo Village and the Cargo Terminal, our abilities to align with Abu Dhabi’s vision, support logistics and drive economic diversification will soon be elevated further. Infrastructure advancement is a central enabler for vibrancy and sustainability across business and industry, something that we aim to capitalize on alongside all existing and potential free zone partners with cargo requirements.”

ADAFZ is committed to better support companies and their cargo strategies, as well as the logistics industry and

cargo market share regionally. Increased cargo volumes and airside access to the cargo village are available for those businesses interested in direct import and export operations. The objective of ADAFZ is to establish a unique and preferred business destination for local and international organizations across all sectors.

The Second International Pharma Logistics Masterclass held in Abu Dhabi recently attracted 120 delegates and members of the industry from over 20 countries. The delegation was given a tour of the new facilities at the free zone and cargo village. Once complete, the new facilities will cater to the pharma and other sectors that require temperature-sensitive air cargo facilities.

ADAFZ is the sole provider of air cargo facilities in the Emirate and boasts convenient strategic location for regional and global firms to establish business operations locally within its premises, providing a host of world-class operational support system services. Many ADAFZ strategic stakeholders will also operate from the cargo village, facilitating logistics processes for free zone clients, and bring services together under one platform. 🇦🇪



Village and Terminal rehabilitation project. The free zone is 1.2 km away from the international airport. As part of an expansion strategy to increase cargo capacity, enhance operational capabilities and attract new business opportunities, the project has equipped the cargo facilities within ADAFZ with vital upgrades that meet the latest aviation industry standards.

Among the most vital upgrades is the new cool storage facility, developed in collaboration with Etihad Airport Services and Etihad Cargo,

FACT FILE

■ Spread over 3,300 sq. mtrs., the facility broadens the AD Airports capability to handle all transit shipments, and store loose cargo and unit load devices.

New supply chain facility to handle perishables

Airlines follow strict protocol when it comes to handling fresh produce. **Fabrice Panza**, Manager, Global Cool Chain Solutions, Commercial Division, GDP Pharma Manager, Etihad Cargo said it offers us insights into mechanics of these operations.

 Abigail Mathias

Handling fresh produce is a delicate aspect of cargo handling. “To remain our customers’ air cargo partner of choice, Etihad Cargo routinely invested and added features to our premium product range, including PharmaLife for shipment of pharma, healthcare or life sciences commodities and FreshForward for shipment of perishable fresh produce, including fresh fruits, vegetables, dairy, fish, meat and flowers.”

Ensuring safe and on-time delivery of perishables and pharma cargo is why Etihad Cargo became IATA CEIV Fresh and Pharma certified, becoming one of the first Middle East airlines to hold both certifications and one of only two carriers to have achieved this dual honour in the same year.

“Holding IATA CEIV Pharma certification proves our compliance with specific pharma regulations in terms of good distribution practices, a quality system for warehouses and distribution centres dedicated to medicines. Being IATA CEIV fresh-certified demonstrates Etihad Cargo’s compliance with perishable cargo regulations, ensuring

food safety and a reduction in waste, which, in turn, reinforces trust among our customers and enables us to implement best practices across the cold supply chain.” Etihad Cargo ensures perishables are delivered in the best condition possible through processes that provides visibility and offer robust traceability and tracking.

“Through the adoption and utilization of digital traceability, we work with our clients to help them validate the product safety’s authenticity, provenance and health or sustainability claims. The processes we follow ensure the data we collect, track, and share gives unrivalled visibility across journey of perishable cargo.

To expand pharma handling capabilities, we will be launching our new cool chain facility in October. The 3,300 sq. mt. facility comprises latest technology,” he added.

FRESH STEP FORWARD

In addition to our new PharmaLife centre, we have refurbished our perishables handling and storage facility. Our enhanced centre will provide smoother transfers to Etihad Cargo’s FreshForward truck fleet when products need to be delivered in the United Arab Emirates or be handed over to the consignee at Abu Dhabi Airport, making the end-to-end journey of perishables easier and safer.” 🍌



Fabrice Panza
Manager, Global Cool Chain Solutions,
Commercial Division, GDP Pharma
Manager, Etihad Cargo





HKIA's Cathay Pacific hub tops ACI rankings

Cathay Pacific Cargo hub in Hong Kong International Airport (HKIA) received top billing in Airports Council International (ACI) for being world's busiest cargo airport with its freighters carrying most tonnage for 2021, beating last year's top ranking Memphis International Airport.

 CT Bureau

Following an increase in the cargo dedication of Cathay Pacific throughout COVID, Hong Kong International Airport has been recognized for its cargo transportation.

The award-winning airline's hub, was named the world's busiest cargo airport, as well as carrying the most tonnage for 2021, beating last year's top-ranking Memphis International Airport, which positioned second according to the Airports Council International (ACI).

The ACI's annual world rankings highlighted that HKG handled more than five million tonnes of cargo last year, an increase of 12.5 per cent on 200. It also topped the tonnages for international freight with 4.9 million tonnes, an in-

crease of 12.8 per cent against 2020. Different products from Dubai, including perfumes, laptops, jewellery and accessories, are transported via Cathay Pacific Cargo freighters in 2021, said Vishnu Rajendran, Area Manager, Cathay Pacific Middle East.

retailers in order to have the cargo element recognised is extremely promising."

KEY FACTS

Cathay Pacific's Cargo is responsible for 25 per cent of the airline's annual revenue, connecting Hong Kong to 46

IN A NUTSHELL

■ It is a testament to Hong Kong airport's solid work over the past few years in its bid to bridge gaps from the Far East to the rest of the world for carrying cargo. Focusing on enhanced efficiency improves the customer experience, adding value to the backbone of end-to-end services.

According to the ACI annual world rankings, the Hong Kong airport handled over five million tonnes of cargo last year—a rise of 12.5%

"It is a testament to Hong Kong airport's solid work over the past few years in its bid to bridge gaps from the Far East to the rest of the world for carrying cargo," said Rajendran. "Our hub has always been an outstanding international airport with its ease of connections, world-class lounges, and diverse range of

cities globally through a raft of partners helping to provide an effective service.

"The dedicated Cathay Pacific Cargo Terminal has gone from strength to strength in the past few years with innovation at the forefront of the dynamic team," Rajendran added. "Focusing on enhanced efficiency



and visibility improves the customer experience, adding value to the backbone of end-to-end services. Designed for an annual air cargo throughput capacity of 2.6 million tonnes, the terminal is a common-use facility open to all airline customers.

Ensuring that customers looking to send cargo via Cathay Pacific Cargo have vari-

ous options to fit their individual needs, the airline has launched its priority solution, offering three service tiers: First (PR1), Essential Plus (PR2) and Essential (PR3). For general cargo shipments, customers can choose the tier best suited to their needs. In addition, PR1 and PR2 service tiers have been extended and are now applicable to all types of shipments requiring

special handling, but not limited to Pharma LIFT, Fresh LIFT, and DG LIFT for dangerous goods. In addition, Cathay Pacific Cargo is one of the first carriers to pioneer two new milestones in the Cargo iQ Master Operating Plan (MOP).

The new milestones, freight out of warehouse control and freight into warehouse control will bring more transparency to the overall shipment journey in the MOP and better measurement of ground-handling performance in the handover between the ramp operating handlers and the cargo terminal, and vice-versa, for imports and exports, at air waybill (AWB) level. The milestones are operational at the Cathay Pacific Cargo terminal in Hong Kong, with a view for roll-out across the network.

While there are currently curbs and quarantine in place for travellers to Hong Kong, the situation, however, remains dynamic, and customers are encouraged to keep abreast of all updates on the official Hong Kong Government website. 🇭🇰

FACTS ABOUT CATHAY FAMILY

■ Cathay Pacific Cargo aims to become the world's most customer-centric air cargo services provider. Hence, the airlines has been working to deliver better service to its customers by adopting new technology. In addition, Cathay Pacific Cargo has become one of the first carriers to pioneer two new milestones in the Cargo iQ Master Operating Plan (MOP).

The new milestones, freight out of warehouse control (FOW) and freight into warehouse control (FIW), will bring more transparency to the overall shipment journey in the MOP and better measurement of ground-handling performance in the handover between the ramp operating handlers and the cargo terminal, and vice-versa, for imports and exports, at air waybill (AWB) level.

With a view for roll-out across the network, the milestones are now operational at the Cathay Pacific Cargo Terminal in Hong Kong.



Vishnu Rajendran
Area Manager
Cathay Pacific Middle East

Cathay Pacific Cargo is responsible for 25% of the airline's annual revenue, linking Hong Kong to 46 cities globally



Consumers beware of invasive pests, warns GSF

Bugs transferred between countries in intermodal containers have potentially devastating consequences for agriculture and natural environment. Global Shippers Forum (GSF) is alerting shippers to role they play in tightening biosecurity in container supply chain at the packing point.

 CT Bureau

FACT FILE

■ We will review the way pests can pass from one country to another by 'hitch-hiking' a ride in any of 240 mn containers.

While there are various sources of potential pest contamination throughout the global freight supply chain, all involved need to take measures to minimize the potentially devastating consequences that unwanted invasive pests can deliver. The Global

Shippers' Forum (GSF) represents cargo owners, which export and import all kinds of commodities transported in seaborne containers and urges a greater awareness of the threat. Its members are national and regional shippers' associations comprising hundreds of manufacturing, wholesaling, and retailing businesses in more than 20

countries across five continents. GSF works for safe, efficient, and environmentally sustainable international trade and logistics.

Hosted by the United government on 19-20 September 2022, a specialised group of trade bodies, shipping industry representatives and national plant protection and

bio-security agencies will meet at the 'International Workshop on Reducing the Introduction of Pests Through the Sea Container Pathway'. GSF will be representing shippers to ensure that the scope and limits of their responsibilities are clearly defined. James Hookham, Director, will deliver the opening address.

"We will be reviewing one of the many ways that pests can pass from one country to another by 'hitch-hiking' a ride in any of the 240 million freight container shipments that are made by sea every year," said Hookham. "I believe this will be



The Global Voice of Cargo Owners

a wake-up call to all parties involved in global container shipping and logistics. In particular, the cargo owners, whether importer or exporter, need to be aware of their responsibilities in avoiding pest infestation especially at the point of loading. This assumes the packer provided with a clean container in the first place."

Inspections of containers arriving at the borders carried out by national biosecurity agencies over the past few years suggest that the number of containers infested by the invasive pests may be greater than feared. National environment and agricultural ministries have been working through the United Nation's International Plant Protection Convention (IPPC) to tackle this issue, and the London workshop has been convened to consider options for regulating the cleanliness of sea containers and an International Standard for Phytosanitary Measure for the cleanliness of intermodal containers could be in prospect.

The GSF has been monitoring and influencing these developments since 2018 when it was invited to join an IPPC Task Force set up to examine the threat to plant health posed by pest-contamination of sea containers. The Task Force's report at end of 2021 set out a range of regulatory options for its parent body, the Commission for Phytosanitary Measures to consider. Crucially, it warned implementation of new mandatory requirements could impose significant new costs and risks to the fluidity



of the international movement of containers. GSF has been clear in its opposition to any new rules applying indiscriminately to every container shipment, urging that controls and resources be targeted instead on high-risk trade corridors and specific pest threats.

Hookham warned, "The shippers should not wait to be confronted with new norms before responding to the issue. Whether acting as a buyer or a seller, importer or exporter, the standards of care with which they are packed into the containers should be core to their quality checks and specifications. Keeping bugs out of boxes is a responsibility the shippers could become more accountable for in the near future." 🐛

An importer or exporter needs to be aware of his responsibility in avoiding pest infestation especially at the point of loading

Eurasia Air Cargo route

Airport staffers wearing protective suits serving a cargo plane from Istanbul at Yantai Penglai International Airport in Yantai, East China's Shandong Province on September 18, 2022. The arrival of the plane marks the official opening of an intercontinental cargo route connecting Yantai and Istanbul, Turkey. There are two flights a week, each transporting 60 tons of goods.





Packaged food demand to increase by 21%

Experts are likely to take part in Interpack 2023, world's biggest event in processing and packaging industry to identify and invest in growing trends and technologies. Italy, Germany, and China. The Middle East, growing market for industry, its participation will influence sector's future.

 CT Bureau

FACT FILE

■ Reports indicate that consumption in these regions is anticipated to rise, with Iraq's consumption rising by 28 per cent, Saudi Arabia's by 22 per cent, and 19 per cent in the UAE. VDMA Food Processing and Packaging Association said an increase was recorded in food processing imports.

The Middle East is witnessing a significant growth in the packaged food industry, with the market accounting for five per cent of the global consumption of packaged foods. The rising demand may increase to 21 per cent to reach as much as 44 million tons by 2026. According to data, the region has become a growing market for the industry, driving them to adopt new packaging and processing technologies and expand current production levels.

The Middle East contributes significantly to the packaged food consumption, with Saudi Arabia having a share of under 30 per cent, followed by Iraq and the United Arab Emirates (UAE). Reports indicate that consumption in these regions is anticipated to rise, with Iraq's consumption rising by 28 per cent, Saudi Arabia's by 22 per cent, and 19 per cent in the UAE.

According to the VDMA Food Processing and Packaging Association, the market witnessed an increase in imports of food processing and

packaging machinery in 2021 at eight per cent. Italy, Germany, and China ranked as the top three suppliers, while Italian production accounted for 28 per cent, Germany for 20 per cent, and China for 12 per cent of the machinery and equipment.

Furthermore, with sales likely to increase by another 20 per cent to reach 18 million tons between 2021 and 2026, 'Baked Goods' has been named the sector's largest product category in the market. This is followed by 'Dairy Products,' which is the second

largest product category, with sales expected to increase by 19 per cent in 2026, in addition to sales of rice, pasta, and noodles products expected to increase to 25 per cent in 2026. At the same time, the confectionery segment may grow at a rate of 14 per cent to 0.5 million tons in 2026.

As these reports suggest, industry experts from the Middle East market were invited to the Interpack 2023 exhibition, one of the global innovators in the packaging materials and machinery for food, beverage, confectionery, bakery, pharma, cosmetics, non-food, and industrial goods sectors. The expo will take place in Messe Düsseldorf in Germany

from 4 May to 10, 2023. As many as 2,700 exhibitors may attend the exhibition.

SHARP INCREASE

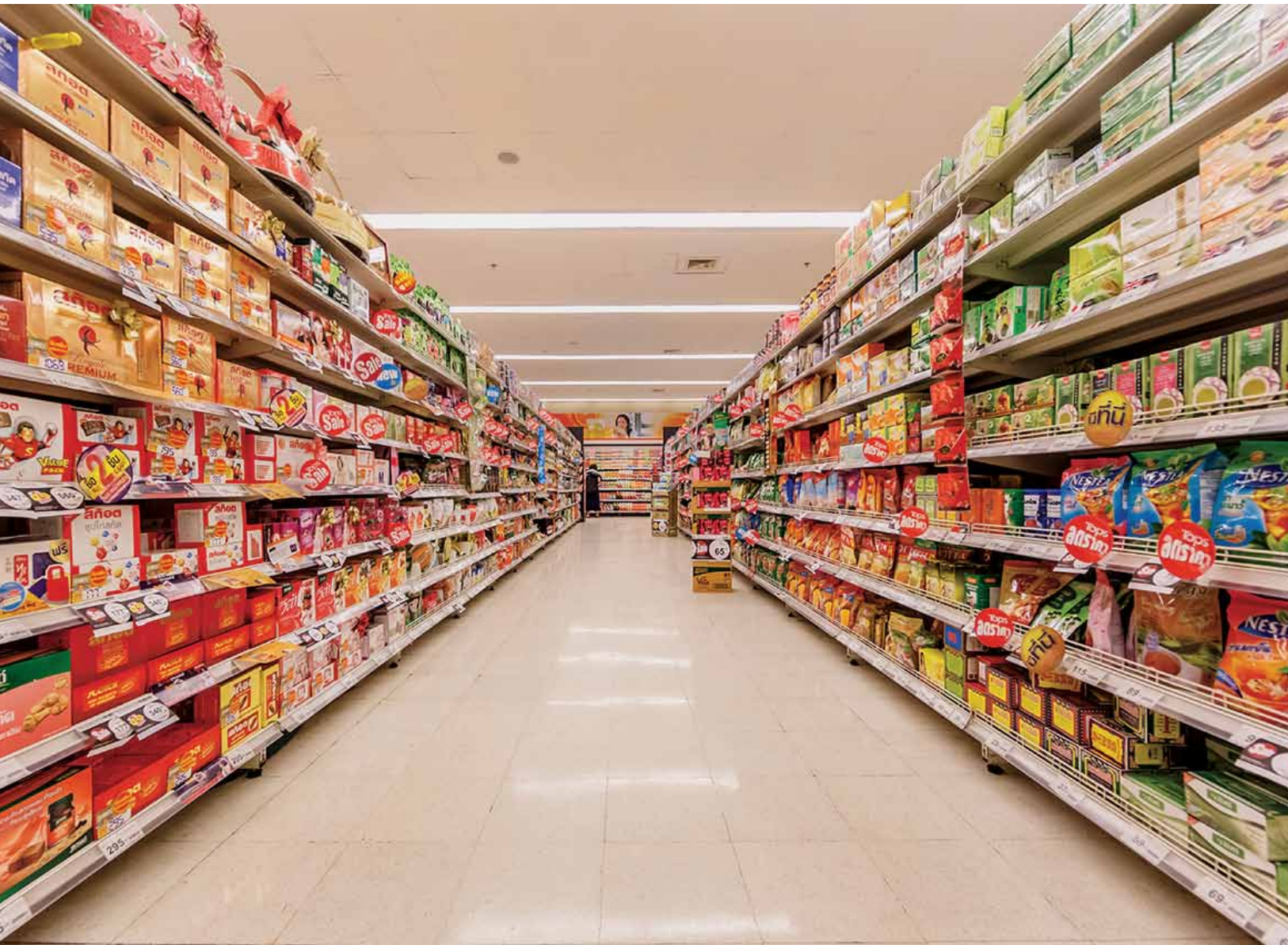
The event will also enable businesses to focus on building a circular economy, enhancing resource management, adopting digital technologies, and improving product safety. Additionally, this is in line with the sharp increase in global demand for machinery and equipment for the production, processing, and packaging of food, beverages, and pharma, and cosmetic products.

Thomas Dohse, Project Director, Interpack, said, “The event is the platform for all the latest developmental technology,

and we are pleased to bring it back in Interpack 2023. Our last event welcomed several visitors from the GCC, because of which we are hoping for a similar turnout for the upcoming event. The regional market has experienced growth in the sector and is positioned to utilize the latest packaging innovations that can impact the market.”

The Middle East has grown to be a market for the packaged food industry, and its participation at Interpack 2023 will influence the sector’s future. Despite the difficulties posed by the pandemic outbreak, Interpack 2023 is back to demonstrate the strength of the sector industry. 🇸🇦

The Middle East has grown to be a market for the packaged food industry, and its participation at Interpack 2023 will influence the sector’s future





Dubai's **first Logistics awards** organized

The logistics awards attracted attention and interest from heavyweights of the sector vying for acknowledgement and recognition in their respective categories. Global logistics and freight firms were felicitated by a three-member juror team in their respective categories.

 Abigail Mathias

The Landmarks in Logistics Awards 2022, which made their debut on 22 September, was held at The Address Dubai Mall.

As a nascent company in Dubai, we are grateful for the recognition. Vervo Middle East bagged an award in 'Rookie of the Year' category

The high and mighty of the logistics and air cargo sector across the world found a common purpose—celebrating the best in the industry.

Three independent jurors of the logistics community selected firms for the awards. This included Alex Borg, Chairman, Strategic Board, IOSCM MENA and Advisory Board Member, IOSCM in the UK, Robin Vermaat, Entrepreneur Founder &

CEO, RV Consultancy, Board Member Logistician Specialist, Industry Leader and Juan S. Garza, Business Director – RouteMagic Logistics.

Maris Dreimanis, CEO, Vervo Middle East, who received an award in the 'Rookie of the Year' category, said, "As a nascent company in Dubai, we are grateful for the recognition." He leads an international freight forwarding and logistics company.



“The awards are a milestone attention and interest from several industry heavyweights competing in their respective categories. It is clearly an index and benchmark of the enthusiasm of participants and nominees to be counted among the



elite and best in their individual contested categories,” affirmed Vishvanath Shetty, MD, AARYA Media Group.

The awards were handed out for Cold Chain Services Provider of the Year, Lifetime Accomplishment in the Logistics and Supply Chain, Air Freight Operator/Carrier of the Year and much more. Sea Port/

Maritime Hub of the Year was won by King Abdullah Port (KAP). This event was supported by the National Association of Freight and Logistics.

The event concluded with a token of appreciation handed out to the judges who were given the arduous task of selecting the winners of various categories.



FACT FILE

- The much-awaited logistics awards ceremony was held at The Address Dubai Mall on 22 September 2022.
- The event saw a multitude of stalwarts from the logistics field in the Middle East. **CARGO talk** was a proud media partner of the event which was hosted by Logistics Gulf News.

Enthusied participants at glittering ceremony

A multitude of stalwarts from field of logistics in the Middle East participated in the awards ceremony, hosted by **CARGO talk** and Logistics Gulf News. The companies were felicitated for their efforts made, especially during the pandemic. A look at the proceedings.



Staff trained to handle perishables: Perera

What goes into the handling of perishable cargo items? **Chaminda Perera**, General Manager, SriLankan Cargo offers a clear perspective. He says the staff is trained to carry out ramp transfers of perishable goods in 60 minutes or less between connecting flights.

CT Bureau

Air transportation is preferred for perishable goods, which are time and temperature sensitive. They have a shorter shelf life and require special storage requirements. Airlines, therefore, have a responsibility to provide a temperature-controlled environment for consignments of perishable goods at the cargo terminal, onboard the aircraft, and while in transit.

Cargo terminals are equipped with cold room storage facilities, thermal blankets, freezer trucks, and airline employees are trained in handling perishable goods to ensure the quality of the goods are preserved during transit. SriLankan Cargo, air freight arm of SriLankan Airlines, and sole ground handler for passenger and cargo in Sri Lanka, records an annual throughput of 250,000 metric tons. It anticipates handling of perishables to double, facilitated by the inclusion of the new import terminal at Bandaranaike International Airport in 2023.

SriLankan Cargo has comprehensive protocols in place for handling of perishable cargo, beginning with ensured quality of the workforce deployed. Precedence is given to ensur-

ing an adequate number of employees are kept in place 24x7. SriLankan Cargo maintains a workforce to ensure that customers' perishable goods are delivered in the exact quality and condition they were received. Training is imparted to carry out ramp transfers in 60 minutes or less between connecting flights. This ensures that perishable cargo is managed effectively and shifted to storage in minimum time.

ATTENTION TO DETAIL

Perishables are covered in thermal blankets, while being transferred between the terminal and aircraft to preserve freshness. The SriLankan Cargo facility in Katunayake terminal is equipped with 11

freezer and cool rooms capable of maintaining temperatures between 2°C and 25°C. The cool rooms, spread over 280 sq. mtrs., have a racking system and an in-built temperature monitoring system that keep an eye out for temperature fluctuations via text messages and emails. The cut-off time for delivery of perishable cargo to the SriLankan Cargo terminal is six hours, before the flight's departure, which is half the cut-off time stipulated for general cargo at SriLankan cargo terminal. 🇨🇪



Chaminda Perera
General Manager
SriLankan Cargo


Rise in handling perishables facilitated by inclusion of new import terminal at Bandaranaike International Airport



TIACA enlists Etihad Cargo in CO₂ emissions program

Upon completion of the tailored assessment process, Etihad Cargo will receive a personalised dashboard which displays the carrier's performance against eight criteria. Later phases will include the option for a full onsite audit with an in-depth report that highlights areas for improvement.

Assessment process will enable Etihad's performance and track its sustainability

 CT Bureau

Participating in TIACA's BlueSky programme is just the latest step Etihad Cargo has taken to achieve net zero carbon emissions by 2050. The assessment process will enable Etihad Cargo to more effectively measure the carrier's performance and track its sustainability progress as it continues on its sustainability journey, which will benefit Etihad Cargo's customers and the wider air cargo industry." Martin Drew, Senior Vice President Global Sales & Cargo, Etihad Cargo

Etihad Cargo has advanced its sustainability journey by becoming the first Middle Eastern carrier to participate in The International Air Cargo Association's (TIACA) BlueSky programme. Following the March 2022 launch of the sector's first pilot programme, Etihad Cargo is one of the first participants to join the programme's live operations. Other participants include other organisations. The

first phase comprises an evidence-based desktop verification process in which participants can assess their progress against eight critical sustainability criteria, including decarbonisation, waste elimination, biodiversity protection, support for local economies and communities, impact on society improvement, efficiency and profitability, employee engagement, retention and development, and partnership building.

Upon completion of the tailored assessment process, Etihad Cargo will receive a personalised dashboard, displaying the carrier's performance. Later phases of the programme will include the option for a full onsite audit with an in-depth report that highlights areas for improvement.

"Sustainability remains a key pillar of Etihad Cargo's agenda," said Martin Drew, Senior Vice President Global Sales & Cargo. "Although the industry has been considered less

sustainable, it is making great strides in developing more sustainable solutions and is investing in fleet modernisation, fuel efficiency, sustainable aviation fuel and carbon compensation initiatives.

"Participating in TIACA's BlueSky programme is just the latest step Etihad Cargo has taken to achieve Net Zero emissions by 2050. The assessment process will enable the carrier's to measure its performance and track its sustainability progress as it continues on its sustainability journey, which will benefit Etihad Cargo's customers and the wider air cargo industry." Over the past year, Etihad has embarked on many green initiatives, replacing 3,000 containers from its original aluminium ULD fleet with eco-friendly lightweight versions. The carrier has entered into an agreement with B Medical Systems to launch the world's first airline-specific passive temperature-controlled solution for the transportation of life-saving drugs. 🇸🇦

FACT FILE


- The new carbon emissions calculator works out the emissions of shipments and the cost to offset them in just a couple of simple measures.
- Customers can contribute to purchase carbon offsets after carefully selecting carbon-offset projects.





IATA roundtable highlights SAF use, many MoUs inked

Use of Sustainable Aviation Fuel has been prioritized in movement of international cargo space in view of the significance of lowering carbon emissions by 2050. It was decided the OneWorld Alliance members decided to buy 200 million gallons of SAF per year from 2027.

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The Summit of the Americas early June by IATA, in cooperation with Boeing, organized a roundtable on sustainable aviation with carriers from the region using 100,000 gallons of SAF, departing from LAX. During the roundtable, it was informed the OneWorld Alliance members decided to purchase up to 200 million gallons of SAF per year from 2027.

Shell, Accenture, and American Express Global Business Travel (Amex GBT) are launching Avelia, one of the world's first blockchain-powered digital SAF book-and-claim solutions for business travel.

United Airlines became the first airline of the USA to

sign a pact to purchase SAF from Amsterdam Schipol Airport. Hawaiian Airlines and Par Hawaii announced joining forces to study the commercial viability of locally produced SAF. Southwest Airlines announced an investment into the SAFFire Renewables startup as part of a Department of Energy-backed project to develop and produce scalable SAF.

Meanwhile, Fulcrum BioEnergy announced the completion of commissioning and the initial operations of its Sierra BioFuels Plant, the world's first landfill waste to renewable transportation fuels plant. Aemetis has signed a offtake pact with Alaska Airlines to supply 13 million gallons of SAF over seven years. In what is described as a "seminal moment" SAF producer Neste, Colonial

Pipeline, Buckeye Partners, and Delta, the biggest pipeline owners in the USA, has joined forces and decided to transport sustainable fuel to LaGuardia Airport for the first time.

In APAC, Singapore Airlines has started selling SAF credits in July. Both Cebu Pacific and Malaysia Airlines flew their first flights using SAF. In Thailand, Bangchak had signed an Memorandum of Understanding (MoU) with Thanachok Oil Light to produce SAF locally. Similarly, in Australia, The Qantas Group and Airbus in a landmark agreement will invest up to US\$200 million for setting up SAF industry in the country. Meanwhile, feverish activity was witnessed with many companies entering partnerships for use of SAF across Europe and the UK. 🇺🇸

United Airlines became the first carrier of the USA to sign an agreement to buy SAF from the Amsterdam Schipol Airport

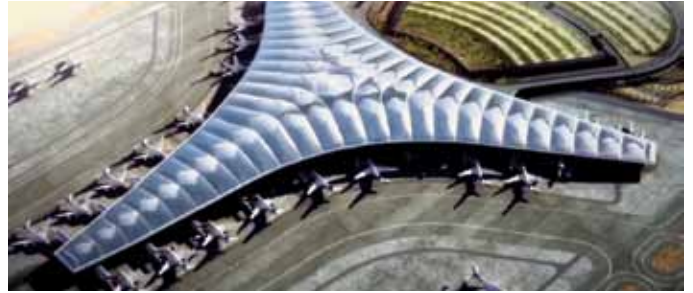
Sharjah Airport receives ACI's accreditation

Sharjah airport has received recognition under ACI's Airports Customer Experience Accreditation Program, securing its leading position among eight top airports in the Middle East. The award showcases the airport's commitment to passenger happiness through "Because We Care" initiative. H.E. Ali Salim Al Midfa, Chairman, Sharjah International Airport Authority, received the award during Customer Experience Global Summit, held in Kraków, Poland. H.E. Midfa said, "We welcome the certification as an endorsement of the airport's commitment to provide quality to customers."



Kuwait to build cargo village at its international airport site

Kuwait is planning to build a cargo village at its international airport to face a projected growth in operations. The project is part of a three-stage long-term plan stretching to 2050 to expand air traffic and shipping operations in the Gulf emirate. "Phase I ends in 2030 and it involves the construction of a cargo village at the airport to face an expected steady growth in operations," informed sources said.



Emirates Group to recruit 800 IT experts for various roles

IT professionals with the right skills need look no further than the Emirates Group to ramp up their careers. The Group will begin their recruitment drive in the UAE with an online info session, open to all tech professionals in the country on 19 September. The Group wants to recruit 800 IT experts in the near future for a variety of roles in software engineering, DevOps, Hybrid cloud, Agile delivery, technical product management, Digital Workplace, cybersecurity and IT architecture.



Emirates Post holds e-commerce meet in Dubai



Emirates Post, leading express provider in the UAE, held its first ever e-Commerce Annual Conference on September 15 that brought together industry leaders and clients to share ideas and discuss new trends in the sector. The event was held at Emirates Post Group HQ in Dubai with Anchanto, a MNC SaaS technology firm that enables multichannel selling and logistics. The conference discussed the trends in the industry such as, how to meet the complexities of e-commerce head-on.

dnata extends partnership with GOL Airlines in Brazil




dnata recently extended its partnership with Brazil-based GOL Airlines (GOL). This will see dnata provide a range of passenger, ramp and baggage services to the airline, ensuring a seamless airport experience for 19 million passengers and safe and timely departure of up to 133,000 flights annually in Brazil. David Barker, dnata's Divisional Senior VP, Airport Operations, said, "We are proud to extend our successful partnership with GOL Airlines."



OTO logis-tech wins KPMG Tech contest

OTO is integrated with 150 international, regional courier, and bullet delivery services and was recognized by a panel of judges for its innovative approach. Startup of Saudi Arabia will compete against 22 other countries in global final during Web Summit to be held in Lisbon in November.

 CT Bureau

KPMG announced OTO as the winner of the second annual KPMG Private Enterprise Tech Innovator Competition on 7 September 2022, recognizing the most promising startup in Saudi Arabia. OTO is a digital platform allowing retailers and e-commerce brands to take control of their delivery operations.

It will also enhance customer experience, and increase their website conversion, through most reliable delivery services and engaging their customers with more details, and updates. OTO is integrated with over 150 international, regional courier, and bullet delivery services and has been recognized by a panel of judges for its innovative approach and opportunities to scale.

OTO represents Saudi Arabia, competing against the winning finalists from 22 other countries in the global final during Web Summit to be held in Lisbon, Portugal, in November 2022. The competition showcased entrepreneurs across industries who will become technology leaders of tomorrow.

OTO competed against six other shortlisted finalists—Autobia, COFE App, iBoat, iRAMA, UDAWI, and Qawafel from 55 applicants in this year's edition. The winner was chosen based on six parameters—disruption and innovation, market potential, customer adoption, market traction and marketing, long-term potential, and pitch quality.

The panel of judges included Amal Dokhan, General Part-

ner at 500 Global; Tala Aljabri, Venture Partner at HOF Capital; Omar Al-Shabaan, Co-Founder and CEO of The Space; KPMG's Dr. Samer M. Abdallah, Head of ICT Sector, and Maz Hussain, Head of Digital Lighthouse.

“At KPMG, we are supporting entrepreneurs for several years now. The competition is a community of innovators to speed up their growth and become future industry leaders,” said Dr. Samer Abdallah, who chaired the judge panel.

The countries and regions participating in the 2022 contest included Qatar, Saudi Arabia, Australia, Brazil, Canada, China, Colombia, Denmark, East Africa, Germany, Ireland, India, Japan, Denmark, Kuwait, Mexico, Netherlands, Norway, Portugal, and Spain among others. 🇸🇦

OTO will compete against the finalists from 22 other countries in the global final during Web Summit to be held in Lisbon

Movements



ABU DHABI AIRPORTS Abu Dhabi, UAE

★ **H.E. Jamal Salem Al Dhaheri** has been appointed as the CEO at Abu Dhabi Airports. A seasoned business leader, H.E. Al Dhaheri's appointment will continue the journey of success achieved by Shareef Hashim Al Hashmi for Abu Dhabi Airports, taking the organisation to the next phase of transformation to become a regional leader in airport management and operations. H.E. Al Dhaheri brings 27 years of experience in leadership positions to the organization. He worked in prominent firms companies such as uchs Abu Dhabi. For five years, Al Dhaheri was



BEUMER Middle East

★ **Bilal Jabboul** has been appointed as the Senior Sales Manager for the UAE of Beumer Middle East, headquartered in Dubai. He will be responsible for the cement, building material, chemical and consumer goods industry, replacing Youssef Ait Khouya. Jabboul, who is experienced in airport and logistics industries, is supported by the Dubai team comprising 200 employees. From the Dubai office, he is now taking care of UAE customers' needs in terms of equipment new sales, modernisation and retrofits as well as customer support.



AMERICAN AIRLINES CARGO USA

★ **Emma Oliver** has joined American Airlines Cargo as the director of cargo sales covering the carrier's Europe, Middle East, and Africa (EMEA) and Asia Pacific (APAC) regions. She returned to the cargo division of the airline as the regional sales key leader after supporting the American Airlines Cargo passenger business for two years. Oliver's most recent role was leading the strategy and projects team, which provided analytical support in the EMEA region, as well as working on joint business and partnership opportunities.



SWISSPORT Switzerland

★ **Dave Lynch** has been appointed as the Group Chief Information Officer member and Executive Leadership Team member at Swissport. He succeeds Giuseppe Genovesi, who stepped down from his position in July. Lynch joins Swissport from FirstGroup, a private sector provider of public transport in the UK. He will report to Warwick Brady, President and CEO of Swissport. "We are delighted to announce Dave Lynch as our new Group CIO," said Brady. "He has what it takes to bring Swissport to the next level of integration.



KUEHNE+NAGEL Switzerland

★ **Sarah Kreienbühl** will join Kuehne+Nagel as the head of HR. She will succeed Lothar Harings, who will retire in June 2023. As a member of the Executive Board, she will be responsible for global Human Resource management and sustainability. Kreienbühl will leave the general management of the Federation of Migros Cooperatives (MGB) by the end of 2022. "I thank her and regret her change," said Migros boss Fabrice Zumbrunnen. Kreienbühl holds many years of management experience at executive level in various industries.



AIR CANADA CARGO UK

★ **Matthieu Casey** has joined as the air cargo division's managing director, commercial of Air Canada Cargo. Casey's new role includes the oversight of international sales, revenue management and analytics with responsibility for customers' digital experience. The appointment of the new managing director is aimed at bolstering Air Canada Cargo's airfreight offerings. Jason Berry, VP, said, "We showed resilience during COVID and as we emerge stronger, we will play an integral role as we ramp up our freighter network."



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