



The weekly newspaper for air cargo professionals



SCAN HERE TO RECEIVE OUR NEWS

No. 1,281 27 May 2024

Follow Us: [f](#) [@](#) [X](#) [in](#)

Did You Know ?

"The lovers get the roses, but we get the thorns" - The slogan of the Ecuadorian workers, mostly women, who tolerate chilly and damp ...



Voice Of The Industry

As the Airforwarders Association, we are keenly aware of the multifaceted challenges facing the aviation and freight forwarding industry, including the ...



60 Seconds With ...

Mirjam Scherer, the Global Head of Special Logistics at Air France KLM Martinair Cargo, has garnered more than 15 years of experience across sales, management ...



To unlock the full potential of the logistics industry, businesses must embrace cutting-edge technologies, including artificial intelligence (AI) and quantum computing. Sean Tinney, Vice President of Global Enterprise Computing Solutions at Unisys, sat down with Air Cargo Week to offer insights into how these innovations are reshaping the landscape.

"The biggest challenge we face is just the pace at which technology is changing. Indeed, the rapid evolution of technology requires organisations to adapt quickly to remain competitive," he explained.

"It seems like it takes so long to build up a skill set, capability, and competency. Once you're getting proficient at a certain technology or even a certain skill set, it seems like the market is beginning to reset again.

"When you get these AI competencies, you're on to Gen AI and quantum, so now you're catching these new skill sets that you've now got to start building upon and iterating upon.

"However, the strategy lies in balancing AI's accuracy with speed. With traditional computing approaches, you can run different potential scenarios, but it may take you a day, two days, a week just to run that amount of information."

This is where quantum computing emerges as a game-changer, offering unparalleled processing power and accelerating decision-making processes.

"The challenge for us is trying to anticipate where this market is going from a technological standpoint and trying to stay a step ahead of it, whether that's in emerging technology, security and compliance, it's all around us."

Combining advancements

One of the key benefits of AI lies in its ability to enhance accuracy and efficiency. AI's capability to analyse vast datasets enables businesses to anticipate risks and optimise operations proactively.

Tinney explained: "In terms of how it's matured from 15 years ago, AI gives users the ability to tie together different variables and dependencies.

"For example, in logistics, if there is a weather event, what does that do to my inventory that is sitting in my warehouse?"

The synergy between AI and quantum computing in this field is



undeniable.

"By combining these two technologies, now you can drive that enterprise-grade artificial intelligence that has been somewhat elusive in this space."

Looking ahead, Unisys sees immense promise in the ability of technology to shape the future of logistics with AI and quantum

computing at its core.

Tinney envisions a paradigm shift towards digitisation and optimisation, stating: "By increasing this efficiency and bringing these seemingly disparate supply chains together, the commercial experience is going to mirror that of what we're experiencing in our personal lives".

WANT TO STAY UP-TO-DATE WITH WHAT IS GOING ON IN THE AIRFREIGHT INDUSTRY?



Follow **Air Cargo Week** on **LinkedIn** for the latest news and trends





COOL AND COMPLEX CARGO

BY Anastasiya SIMSEK

As a global combination carrier, Air Canada Cargo has developed a range of products that offer various service levels and additional features to meet customer expectations and market demands.

The airline's fleet in the Americas includes Boeing 767 freighters, Boeing 787-9/8, Boeing 777-300ER/200LR and Airbus A330-300 widebody aircraft, as well as Boeing 737 MAX, Airbus 220-300, Airbus A321-200/A319-100 narrowbody aircraft.

Its fleet today consists of 340 mainline, Rouge and Jazz aircraft: 8 freighters, 82 widebodies, and 250 narrowbodies. Over the next four years, Air Canada will be adding more than 70 new aircraft as part of

its fleet renewal program: 20 Boeing 787-9/10, 19 Airbus A321XLR, 27 Airbus A220-300, and 5 Boeing 737 MAX.

"Air Canada Cargo's competitive edge lies in our ability to reach major markets all over the world by operating one of the most extensive networks in the Americas. Our modern fleet of aircraft has the right balance of capacity and range to reach all major hubs across North, Central and South America," said Matthieu Casey, Managing Director of Commercial at Air Canada Cargo.

"We've been able to provide consistent capacity through the flexibility of our freighter fleet and expansive passenger widebody network," Casey added.

Temperature-sensitive transport

With dedicated self-handling cargo warehouses and CEIV Pharma certification, Air Canada Cargo works to ensure the integrity of temperature-sensitive cargo throughout the entire cool chain process by implementing stringent protocols and specialised procedures.

"Our state-of-the-art cold chain facility in Toronto also plays an integral part by providing temperature-controlled transit storage to maintain optimal conditions for the journey," Casey said.

Combination carrier

Air Canada Cargo's fleet, expansive global network, and teams allow it to assist customers with their needs, whether it is through regular shipments using one of its many product capabilities, or via personalised and customised solutions."

"In addition to its year-round scheduled freighter service, Air Canada Cargo's 767 freighters are available for on-demand flying, offering customers a tailor-made solution for their urgent cargo needs.

"A great example of this was when we had to ship the largest item our airline has ever fit into a Boeing 767 freighter – a 44-foot-long movie screen weighing nearly 2,000 lbs."



DID YOU KNOW WHERE YOUR FLOWERS COME FROM?

BY Michael SALES

"The lovers get the roses, but we get the thorns" - The slogan of the Ecuadorian workers, mostly women, who tolerate chilly and damp conditions to help produce the much-desired long stem blooms, aided by nature's climate and location.

An estimated 250 million flowers are sold for Valentine's Day alone, with Americans spending US\$6 billion and the UK's lovers forking out £1.5 billion. Red roses account for 65%, while 35% are red tulips for the serious romantics.

Colombia, Ecuador and the Netherlands are the main suppliers and dozens of extra flights and trucks are needed to satisfy the

demand during the peak season. Americans spend even more, paying out an astonishing US\$3 billion for Mother's Day.

Ecuador is the world's leading grower of long-stemmed roses, thanks to its climate and high altitude, and 80 percent of the workforce is employed in this sector.

Traditionally, Russia has spent over \$700 million on importing these blooms, with 37 percent of its flower imports coming from

Ecuador. However, since the outbreak of the conflict in Ukraine and subsequent sanctions, this trade has withered.

Colombia's flower exports have reached 60 billion stems each year. With the number of flower growers in the United States declining, trade agreements, better farming methods, technology, faster air capacity and excellent facilities have all contributed to the success of exports.



T: +44 (0)1737 906107

Advertising: sales@azurainternational.com
Subscriptions: subs@azurainternational.com
Press releases: news@azurainternational.com

The ACW Team

Editor:	Edward Hardy
Supplement Editor:	James Graham
News Reporter:	Anastasiya Simsek
Regional Representative:	Ajinkya Gurav
Associate Editor:	Chris Lewis
Director of Operations:	Kim Smith
International Media Sales Director:	Rosa Bellanca
International Sales Executive:	Zainab Khalid
Finance Manager:	Rachel Burns
Design & Production Manager:	Alex Brown
Production Supervisor:	Kevin Dennis
Website Consultant:	Tim Brocklehurst
Managing Director:	Steven Polmans

Annual subscription rates: Print issue: £150 • € 180 • US\$195
(20% will be donated to our NGO sustainability projects)
Digital issue: Free-of-charge



The views and opinions expressed in this publication are not necessarily those of the publishers. Whilst every care is taken, the publishers cannot be held legally responsible for any errors in articles or advertisements. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by electronic, mechanical, photographic or other means without the prior consent of the publishers. USA: The publishers shall not be liable for losses, claims, damages or expenses arising out of or attributed to the contents of Air Cargo Week, insofar as they are based on information, presentations, reports or data that have been publicly disseminated, furnished or otherwise communicated to Air Cargo Week.

© Azura International 2024 • ISSN 2040-1871 - Printed by Warners Midlands plc. The Mailing, Manor Lane, Bourne, Lincolnshire PE10 5PH

20 years as your air cargo
partner of choice



الإتihad
ETIHAD
CARGO

etihadcargo.com



ANIMAL HANDLING APPROACH

BY Anastasiya SIMSEK

WITHIN logistics and cargo handling, a niche yet crucial aspect exists — animal transportation. With over 25 years of experience in live animal transport, Jeff Segers, CEO of IFA Skyfast, has offered a look

behind the scenes of this specialised field and the importance of high standards.

Based in Brussels Airport, IFA Skyfast has been involved in this space for decades, moving

everything from tiny insects to majestic rhinos, ensuring safe and humane transportation.

In an address at the Animal Transportation Association's 50th annual conference, Segers touched upon several key issues facing airports and cargo crews involved in animal handling, particularly the challenge around infrastructure: "Most airports are not equipped to handle live animals as cargo."

Three types of facilities are commonly encountered in the industry: those operated by airlines, independent operators, and ground handlers. Each type presents its own set of challenges and considerations, ranging from familiarity with airline procedures to the availability of specialised equipment.

"The majority of airports rely on ground handlers to manage cargo operations, including the

may not always prioritise animal welfare, resulting in a lack of clear guidelines for cargo handlers. This inconsistency poses challenges for ensuring the safety and comfort of animals during transit."

Segers also addressed the lack of a cohesive culture of animal welfare within the industry. "Animal welfare should be a top priority for all stakeholders involved in animal transportation.

"Promoting a culture of animal welfare is essential for improving the standards of live animal transportation.

"This culture should permeate every level of the transportation industry, from ground handlers to airline executives. By prioritising animal welfare and investing in training and resources, we can create a more compassionate and responsible approach to live animal transport.

WORLD AIR CARGO AWARDS 2024

Wednesday 26th June 2024

**YOU ARE CORDIALLY INVITED TO THE AIR CARGO WEEK
WORLD AIR CARGO AWARDS 2024**

Place: transport logistic China Forum Area, Hall W2 Shanghai New International Expo Center.

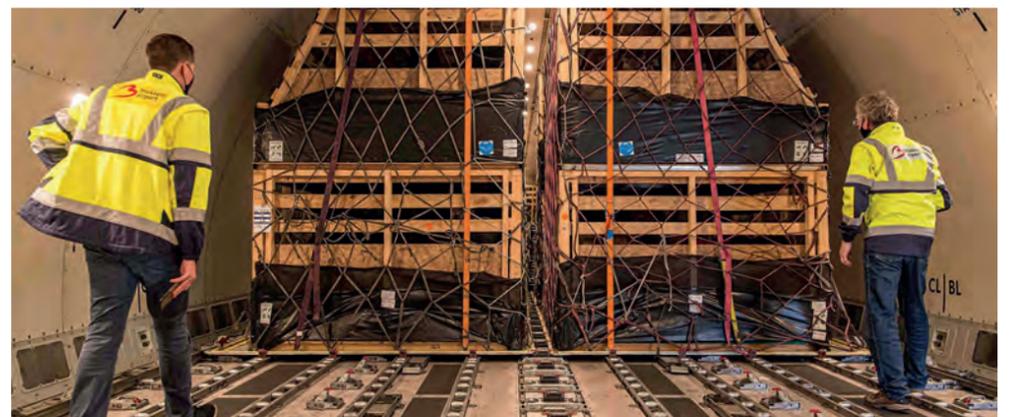
Airfreight Forwarder of the Year
Air Cargo Handling Agent of the Year
Air Cargo Charter Broker of the Year
Airport of the Year
Air Cargo General Sales Agent of the Year
Air Cargo Industry Customer Care
Air Cargo Industry Achievement
Information Technology for the Air Cargo Industry
Air Cargo Industry Marketing & Promotional Campaign
Cargo Airline of the Year

Entry is free-of-charge to all registered exhibitors and visitors.

All are welcome - see you there!

5.00pm Welcome Drinks Reception • 5.30pm Awards ceremony • 6.30pm Networking Party and Canapes

sponsors:



transportation of live animals.

"While these ground handlers may be experienced in handling general cargo, they often lack the specialised training and equipment required for safe and humane animal transport. This discrepancy in expertise and resources can lead to suboptimal conditions for animals during transit.

"Airport facilities are usually not suited for handling live animals as cargo. Most airports lack the necessary infrastructure and equipment to ensure the safety and welfare of animals during transit.

"This poses a significant challenge for cargo handlers and airlines alike, as they must navigate through airports that are ill-equipped to handle live animal transportation.

"Each airline has its procedures for handling live animals, leading to confusion and inefficiencies. Standard operating procedures provided by airlines

"We all have a responsibility to ensure the welfare of the animals in our care. Whether you work in cleaning or as the CEO of an airline, fostering a culture of animal welfare is essential. By prioritising animal welfare, we can collectively work towards safer and more humane transportation practices."

Sharing his experience in Brussels, where efforts have been made to improve animal handling practices through collaboration and continuous education, Segers pointed to their approach as an example for others.

"Brussels has implemented a community-based approach to improve animal handling practices," he explained.

"By convening stakeholders from airlines, ground handling agents, animal welfare organisations, and government entities, Brussels has made significant strides in enhancing animal welfare standards and ensuring the safe transportation of live animals."

Voice Of The Industry



ADVOCATING FOR MODERNISATION OF AVIATION INFRASTRUCTURE

BY Brandon FRIED, Executive Director of the Airforwarders Association

As the Airforwarders Association, we are keenly aware of the multifaceted challenges facing the aviation and freight forwarding industry, including the critical issue of truck congestion in major airport cargo areas. This congestion not only impedes the efficient movement of goods but also undermines the competitiveness of US airports on the global stage.

Truck congestion at airport cargo areas has been a persistent problem, hindering the timely processing of shipments and exacerbating delays in the supply chain. The detrimental impacts of this congestion ripple throughout the entire logistics ecosystem, affecting freight forwarders, shippers, carriers, and, ultimately, consumers. Recognising the urgency of this issue, three US Senators have backed the freight forwarding industry in obtaining a General Accountability Office (GAO) review to validate the extent of the problem. This bipartisan support underscores the significance of addressing truck congestion to ensure the smooth operation of air cargo facilities and enhance the competitiveness of US airports.

The findings of the GAO review are expected to provide valuable insights into the root causes of truck congestion at airport cargo areas and inform targeted solutions to alleviate the problem. Once the review is complete, we hope that the findings will spur action from the US Congress to allocate funding for cargo-related projects where they are needed most. Investing in infrastructure upgrades and expansions to improve truck throughput and expedite shipment processing is essential to modernising our aviation infrastructure and maintaining the global

competitiveness of US airports.

Truck congestion is not merely a logistical challenge; it is also a matter of economic significance. Delays in cargo processing can result in increased costs for businesses, lost revenue opportunities, and disruptions to global supply chains. By addressing truck congestion and enhancing the efficiency of cargo operations at airports, we can unlock economic growth, create job opportunities, and strengthen the resilience of our transportation networks.

Furthermore, truck congestion at airport cargo areas has significant environmental implications, as trucks idling while waiting to tender or recover shipments contribute to air pollution and greenhouse gas emissions. This not only harms air quality but also exacerbates climate change, posing long-term risks to public health and the environment. Addressing truck congestion is therefore not only crucial for improving operational efficiency and economic competitiveness but also for promoting environmental sustainability. As the Airforwarders Association, we advocate for holistic solutions that prioritise both the efficiency and environmental sustainability of air cargo transportation. By modernising infrastructure, optimising logistics processes, and adopting cleaner technologies, we can mitigate the environmental impacts of truck congestion while ensuring the smooth flow of goods through our nation's airports.

In addition to being a challenge in the United States, truck congestion at airport cargo areas is a global concern that requires attention and

action from countries worldwide. As the International Air Transport Association (IATA) forecasts air cargo growth to be annualised at 4% for the foreseeable future, it is evident that the demand for efficient and reliable air cargo transportation will continue to increase globally. Other countries should be reviewing their international airports and addressing infrastructure challenges to accommodate this growth and ensure the smooth flow of goods through their transportation networks. By investing in modernising and expanding airport infrastructure, countries can not only meet the growing demands of the air cargo industry but also strengthen their competitiveness in the global marketplace. Collaboration and coordination among nations will be essential to address common challenges and foster a more efficient and resilient international air cargo ecosystem.

The Airforwarders Association is committed to advocating for policies and investments that address the root causes of truck congestion and enhance the efficiency and reliability of air cargo operations. We believe that collaboration between government agencies, industry stakeholders, and policymakers is essential to developing and implementing effective solutions. By working together, we can develop targeted strategies to alleviate congestion, streamline cargo operations, and ensure the seamless flow of goods through our nation's airports.

Improving truck throughput and expediting shipment processing will not only benefit the freight forwarding industry but also bolster the resilience and competitiveness of the broader aviation ecosystem. It is imperative that we seize this opportunity to modernise our aviation infrastructure and pave the way for a more efficient and sustainable future for air cargo transportation.



PML SEAFRIGO LOOKS TO THE FUTURE

BY Edward HARDY

BUILDING on their collective experience, PML and Seafriigo Group are looking to a new model together, providing a comprehensive solution and one-stop shop that provides a smoother service for the diverse needs of their clients.

Currently operational in 25 countries, as the two sides mark a year since Seafriigo purchased PM, the combined venture has set an ambitious target to expand to 45 countries by 2027, with the overarching goal of ensuring everything the customer requires is conveniently accessible under one roof.

"PML and Seafriigo share a common mindset: prioritising the best interests of our customers in the marketplace. Our focus is always on ensuring that their products are transported in the most optimal manner possible," Mike Parr, Director of PML, stated.

"Our commitment to improvement is relentless. We recognise that the landscape of product transportation is ever-evolving, with new advancements continually emerging.

"As such, we remain deeply interested in exploring innovative solutions. We diligently evaluate all available options to assist our customers in meeting their requirements effectively."

Keeping goods cool

The key to delivering the service level customers desire lies in having the necessary facilities to ensure the proper handling of products, particularly when dealing with temperature-controlled goods.

"For us, every step of the process is conducted in the best conditions. From transportation in refrigerated vehicles to storage in refrigerated warehouses, even our exports—such as fish, meat, and cheese—are screened in refrigerated facilities. This comprehensive approach sets us apart from others in the industry," Parr explained.

"Moreover, our capabilities extend beyond refrigeration. With freezer facilities available at our sites, we can transport a wide range of food items, whether frozen, fresh, or dry. This versatility underscores our commitment to moving any food product efficiently and safely."

Informed operations

The primary focus for logistics providers, especially in changing times, is keeping customers well-informed about any alterations to document requirements, which is no easy task.

The UK government's actions post-Brexit HAVE added to the challenge, with the logistics industry repeatedly having emphasised the need for clear directives, urging the authorities to make concrete decisions regarding obligations to deliver the required certainty to ensure the sector's long-term success.

"In the past, we had to expand our staff, only to later downsize when regulations shifted. Now, with new changes looming in October, uncertainty persists. Initially categorised as low-risk, certain EU

products are now deemed medium-risk. We're left in limbo, craving clarity to adequately prepare," Parr stressed.

"Preparation is key in logistics, yet sudden alterations, such as those witnessed in Northern Ireland, disrupt plans irreversibly. It's impractical to expect businesses to adapt overnight, especially when goods are already in transit. The lack of foresight breeds chaos, leaving us scrambling to mitigate the fallout.

"This turmoil is affecting international perceptions of the UK. The UK's reputation as a reliable trading partner is at stake, and urgent action is needed to restore confidence."

Changes to the sector

While road and air freight remains a constant in the temperature-sensitive sector, sea freight is gradually gaining ground, thanks to advancements in technology such as container air control systems. The cost has played a significant role in this shift, as sea freight is considerably cheaper than air freight.

"You will always have airfreight, but sea freight is very slowly catching up, and that's one thing the government could look at given the cost of importing food," Parr highlighted.

Technology in logistics has also significantly advanced, utilising advanced systems to ensure visibility throughout the entire process. This includes monitoring the temperature at which products are transported on the aircraft and tracking their conditions upon arrival at the destination.

Companies have made a concerted effort to transition everything to electronic formats whenever possible. However, certain aspects of the business, particularly those involving regulatory authorities, still require a paper trail, leaving parts of logistics lagging behind other, more advanced industries.

"I think the authorities are holding things back and need to look at the digital side of things a bit more," Parr explained. "But, unfortunately, they're still sitting in their old world where they need to be provided with pieces of paper - which is a shame."



KEEPING YOU AND YOUR PHARMA COOL



With our premium pharma service and its advanced end-to-end cold chain solution, you can rest assured that your pharmaceutical shipment is at the right temperature from departure to arrival, and at every step in between. Visit afklcargo.com for more information.

PEOPLE AT THE HEART



Jason Lee
Executive Director
- People and Culture

In a business where recruitment is challenging and retention is vital, Hong Kong Air Cargo Terminals Limited (Hactl) decided long ago that developing a People Culture would be paramount.

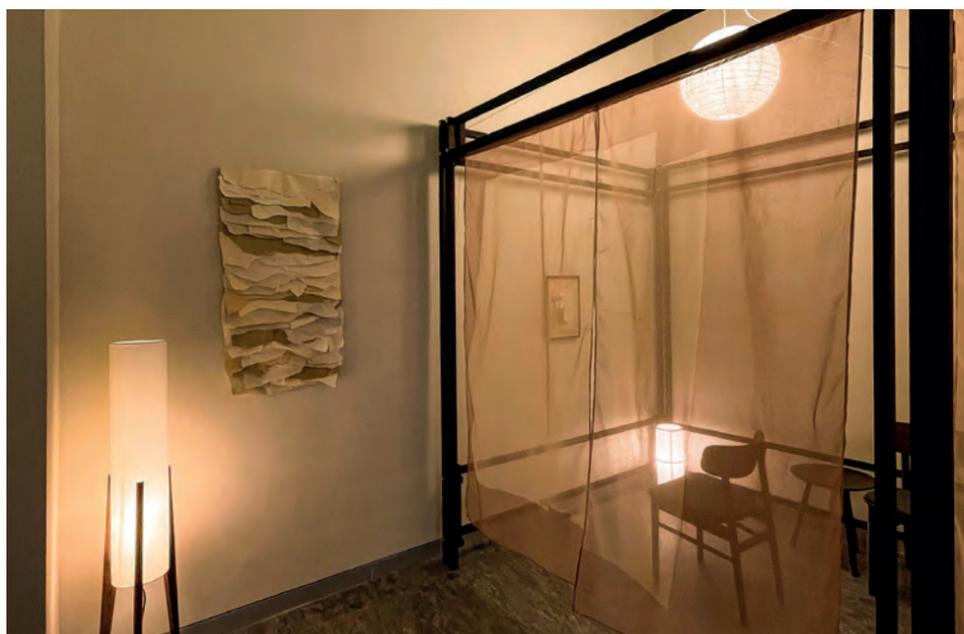
Hactl's business activity demands strong teamwork, and – despite a high degree of automation – is still heavily reliant on people. "Our unique People Culture is our competitive advantage, and we have made it difficult to replicate," says Executive Director - People and Culture, Jason Lee.

Hactl's People Culture centres on

Employee Wellbeing and Caring, both in physical and mental terms. And it also extends to staff families – with plentiful opportunities for mixing work, pleasure, families and community activities created by a lively social calendar.

Career Development is another core aspect of the Culture: an Elite Management Trainee Programme among others, nurtures future talents to maximise career opportunities. Hactl's in-house training facilities are second to none, include VR technology, and its DGR training is approved by HKCAD and certified by IATA.

Hactl also pampers its staff... with people-centric upgrades to its offices creating bright open spaces incorporating work-conducive collaboration areas, leisure areas including an on-site Sports Centre and refurbished gym, rooftop garden, and even a library.



In recognition of the physical nature of some duties, and the stress that can accompany office work, Hactl provides free staff massages twice weekly, via an innovative collaboration with The Hong Kong Society for the Blind (HKSB), whose visually-impaired trained masseurs deliver treatments in a dedicated Mindfulness Zone.

Equality is fundamental at Hactl, not least in gender terms; so, for example, the issue of menstruation is dealt with sensitively but openly, with taboo-busting education and the provision of "Wellness Boxes" and free menstrual products for female staff.

So how does Jason feel Hactl is performing, when it comes to People Culture? "Every company has its unique culture, so may not be easily comparable. However, our staff turnover rate in 2023 was much lower than typical industry figures – 14% , as against 21% . This proves our company culture resonates well with employees.

"This can be attributed to various factors, such as the supportive work environment we have created, the way in which we open up opportunities for professional growth, and the strong sense of community we have deliberately fostered.

"These make a big contribution to job satisfaction and therefore employee retention, and portray a company whose culture is not only unique, but more favourable than the industry norm."

Among Hactl's major successes, Jason points to the fact that around 50% of staff have been working in the company for over 10 years or more, with an impressive 10.6% notching up thirty or more years. "This is really important in a service business," he continues. "It creates continuity, and results in skills and experience that add up to supreme customer service."

He concludes: "We're proud to be considered the Employer of Choice in our sector, but that's no accident. It's taken many years, a lot of hard work and huge investment. But every day we see how worthwhile that has been."

DANGEROUS GOODS MOVEMENTS HINDERED AS DGCA SKIPS DEADLINE



BY Ajinkya GURAV

THE efficient and safe movement of dangerous goods is paramount. However, a concerning trend has emerged as industry experts highlight the significant impediments caused by the lack of accessible training programs in this critical sector. This has affected the clearance of dangerous as well as non-dangerous goods airlifting, as the Indian Director General of Civil Aviation (DGCA) has failed to renew a Competency Based Training and Assessment (CBTA) programme, which was due for renewal on 31st March 2024.

The transportation of dangerous goods encompasses a wide range of substances, from flammable liquids to hazardous chemicals and even radioactive materials. Ensuring the proper handling, storage, and transportation of these goods requires specialised knowledge and expertise. Yet, access to comprehensive training programs tailored to the unique challenges of handling dangerous goods remains limited. There seems to be a significant disconnect in accessing these training programmes in India, and DGCA civil aviation regulatory authority in India has neither issued nor renewed any certificates to training institutes for such specific training in dangerous goods capacity. This could potentially affect IATA-certified freight forwarders, as quoted by The Hindu Businessline, an online news source agency.

It further assessed that, the Air Cargo Agents Association of India (ACAAI) has written the concern to the DGCA stating that its members across India had been trained hitherto through the DGCA approved training institutes. However, consequent to the implementation of the CBTA from 1st April, the DGCA approval of the DG Training Programme has reportedly not been renewed after it expired on 31st March.

The ACAAI has further added that "all the association members have to comply with the guidelines of the DGCA and IATA. However, due to the absence of any DGCA-approved DG training institutes from 1st April 2024, employees of the association's members would neither be able to get trained nor the basic nor in the refresher training programme. This will put their business at severe risk and loss as well as compliance, and this is of a very serious concern to the ACAAI management" the association stated.

Industry stakeholders, including logistics companies, regulatory agencies, and trade organisations, have sounded the alarm on the

repercussions of this deficiency. Without adequate training, workers may lack the essential skills and awareness to safely manage dangerous goods, leading to increased risks of accidents, injuries, and environmental damage. This has led the ACAAI to urge DGCA to either reinstate or issue fresh training institutes to ensure renewal of DG training certificate or ultimately extend the implementation of the CBTA programme till DGCA concludes approval of the certified training institutes.

Alternatively, Air Cargo Forum India (ACFI) has outlined the concern by stating that the introduction of the new CBTA model could affect many individuals and organisations involved in handling and transportation of dangerous goods and are facing further challenges in gaining appropriate training programmes aligned with the new set requirements of the DGCA. This has led the members of the association into deep waters as they are unable to renew or obtain such necessary certifications within the stipulated timeframe.

Furthermore, the lack of accessible training programs exacerbates compliance issues, as employees may struggle to navigate complex

regulations and guidelines governing the transportation of dangerous goods. This not only poses legal liabilities for businesses but also undermines efforts to uphold safety standards and protect public health. Thus, ACAAI and ACFI have urged DGCA to consider a suitable extension of all the DG certificates for a considerable period until existing training institutes are recertified by the regulator.

The importance of DG certification via the CBTA training approach was implemented by the DGCA by air transpiration as it deals with the high-risk categories including radioactive isotopes, detonators for airbags used in the automotive industry, and lithium ion batteries to name a few. Thus, this marks the importance of the DG certification and its periodical renewal with subsequent training to create safe working and air transportation of these goods across the globe.

As global trade continues to expand and the demand for transporting dangerous goods grows, ensuring that workers receive adequate training and support will be essential for mitigating risks and fostering sustainable growth in the logistics industry.



ADDRESSING TEMPERATURE CONTROL CHALLENGES IN AIR CARGO

BY Jason WEBB managing director at Electronic Temperature Instruments

08



“Temperature can vary during transportation, and this can occur at different stages and potentially make things unpredictable”

In the ever-evolving landscape of air cargo transportation, ensuring precise temperature control is paramount for the integrity and safety of sensitive goods. From perishable food items to pharmaceuticals, maintaining optimal temperatures throughout the supply chain is essential.

Temperature can vary during transportation, and this can occur at different stages and potentially make things unpredictable. Storage facilities at origin and transit airports, as well as the cargo holds of aircraft, are susceptible to fluctuations in temperature. These variations pose significant risks to perishable goods, impacting their quality and shelf life.

Moreover, the UK's diverse climate adds an extra layer of complexity to temperature control efforts. From chilly winters to unpredictable weather patterns, ensuring consistent temperature conditions can be challenging, especially for goods that require strict temperature control.

The transportation of pharmaceuticals is of particular importance in the UK air cargo industry. With the country a hub for pharmaceutical manufacturing and distribution, ensuring the safe and secure transport of medications is critical. Many pharmaceutical products, including vaccines and biologics, have strict temperature requirements to maintain their efficiency.

To meet these requirements, pharmaceutical companies and logistics providers implement specialised cold chain solutions. This includes the use of temperature-controlled packaging, refrigerated storage facilities, and adherence to international regulations such as the IATA Temperature Control Regulations (TCR).

If a vaccine is not kept at specific temperatures, it will become ineffective. As such, monitoring is used as a vital safety measure. In recent years, temperature monitoring has been carried out manually every few hours. Someone would have to enter the insulated container, open the doors and let in potentially damaging amounts of heat. If something went wrong between measurements, a few hours was more than enough time for many of the vaccines to be lost before the next measurement was taken.

However, measuring any more regularly would slow transit, ultimately increasing demand for the resources such as dry ice that are required to keep vaccines cool. Vaccines also have a limited lifespan, so more time in transit limits their shelf life.

The ThermoData Lite allows users to monitor the storage temperatures of products across their entire journey, ensuring compliance with safety standards by confirming consistent safe temperatures throughout. It identifies any temperature deviations along the route and maintains digital records in an accessible archive, facilitating swift retrieval in case of issues and safeguarding brand reputation. Customisable intervals and alarms cater to users' specific needs, while the convenience of downloading results without software simplifies the process for recipients of goods, requiring software only for initial instrument programming.

Embracing cold chain technology

To address these challenges, the UK air cargo industry relies on cold chain technology. Cold chain solutions encompass a range of tools and practices aimed at monitoring and controlling temperature conditions throughout the supply chain. Specialised temperature-controlled containers, packaging, and refrigeration systems play a vital role in maintaining the integrity of temperature-sensitive cargo.

In the UK, companies invest in state-of-the-art cold chain infrastructure and temperature-monitoring devices to ensure compliance with regulatory requirements and industry standards. Real-time monitoring systems provide visibility into temperature conditions, enabling swift interventions in case of deviations from the desired range.

Addressing temperature control challenges should be a priority for the UK air cargo industry. By embracing cold chain technology, investing in infrastructure, and following regulatory standards, stakeholders in the industry are working towards ensuring the integrity and safety of temperature-sensitive cargo. As the industry continues to evolve, collaboration and innovation will be key to strengthening temperature control practices and meeting the evolving needs of global trade in the UK.



CLIMATE AND COST SUSTAINABILITY

BY Edward HARDY

The cool chain is experiencing a significant transformation within the logistics industry as it adapts to the post-pandemic model that has emerged, with a stronger focus on ensuring the integrity of the supply chain and confronting environmental concerns.

"I think the industry has kind of reinvented itself, being more risk-focused, managing all the possible threats to the supply chain," Envirotainer's Chief Operating Officer Niklas Adamsson, explained.

"The post-Covid position has forced companies to level up their operations in terms of risk management procedures.

"As well as that, over the last couple of years there has been far more focus on sustainability. Everyone has some responsibility concerning sustainability, for our current generation and future generations, so those are the strong trends we are seeing," he continued.

With the world's largest container fleet and an extensive network, Envirotainer's team was clear in pointing out its role to, therefore, provide both the most reliable and most sustainable solutions available through integrating innovative ideas.

"We must provide the best solutions to the market, meaning making use of technology to ensure you can load as much pharma as possible in the most secure equipment possible," Envirotainer's Chief Commercial Officer Delphine Perridy Boile added. "This supports sustainability in terms of environmental efficiency and cost efficiency.

"One of the UN Sustainability Development goals is providing global access to pharma. We play a gigantic role as an industry to protect pharma and ensure its swift and secure delivery around the world.

"We have geopolitical issues in the world, which we need to manage, we have many potential disruptions, so high-performing, highly sustainable solutions are critical."

Monitoring capabilities

With environmentally friendly operations, cost-cutting and security of goods crucial to this strategy, Envirotainer's team were keen to point to the role of digitalisation and innovation in delivering visibility, connectivity and confidence to customers.

This involves a mixture of approaches, including making the best use of data that is collected, not just for immediate operational efficiency but also for longer-term predictive approaches, such as maintenance of the fleet.

"Digitalisation is a key part of operations," Adamsson declared. "With our new Releye solution, we have live monitoring capabilities, allowing us to access real-time data. Additionally, our Control Tower service enables us to promptly address any issues by reaching out to our customers and finding immediate solutions."

"Data can be used in many ways. From a customer's point of view, data helps us provide better service. Additionally, we use runtime data to implement more sustainable maintenance programmes. This marks a significant shift in the industry from time-based maintenance to condition-based maintenance," Boile added.

"For example, we've restructured our battery replacement programme, prolonging battery life based on data insights. This change has a

significant impact on sustainability and cost efficiency."

Enhanced portfolio

Back in 2023, authorisation was given for a merger between Envirotainer and va-Q-tec's pharmaceutical business, with the latter being combined under the Envirotainer name and brand. With the formalities agreed, the first day of the new partnership will legally be 4th September 2024, allowing Envirotainer to offer a comprehensive and unparalleled temperature-controlled offering.

"The goal is to enhance our offering and provide our customers with a comprehensive range of solutions, including traditional, advanced passive, and active options," Adamsson explained.

The move will seek to cover the entire lifecycle of the product and all segments of the pharma industry, focusing on three key dimensions: volume, whether shipping five pallets or small volumes for targeted medications, this will accommodate various shipment sizes; temperature range, covering a broad temperature range, from -195 to +35 degrees celsius; and product type, handling a wide range of products, from clinical materials to application programming interface (API), raw materials, and commercial drugs.

"Additionally, we are enhancing our ability to serve customers by expanding our already extensive network," Boile outlined.

"Currently, at Envirotainer, we have the largest network of stations for active solutions. By integrating the va-Q-tec network, our reach will expand even further, offering unparalleled coverage across Europe and Africa.

"In terms of scale, we will have the largest fleet of both active and passive solutions, as well as the most extensive range of container sizes. This means we can provide a solution for any customer need at any time.

"Our customers can rely on our state-of-the-art service levels and comprehensive portfolio to deliver consistently, without ever questioning our ability to meet their demands."



"The goal is to enhance our offering and provide our customers with a comprehensive range of solutions, including traditional, advanced passive, and active options"

09



SMOOTH ROUTES IN TURBULENT TIMES

BY Edward HARDY

THE airfreight industry faces a wide range of growth opportunities in several key regions, with opportunities in both established and emerging regions.

The Asia Pacific (APAC) market is particularly dynamic, largely due to rapid economic growth in countries such as China and India. The growth of

e-commerce is driving demand for fast delivery. In addition, countries such as South Korea and Japan are major players in the technology and automotive industries, exporting high-value components by airfreight.

The market in the United States and Canada remains strong, with a robust domestic economy and

strong trade links with Europe and Asia. Advanced logistics infrastructure and high technology use are also driving airfreight growth.

Despite some economic uncertainty in some parts of Europe, the continent remains a significant market for airfreight, particularly in the pharmaceutical and luxury goods sectors. Well-managed airfreight routes and strong demand for fast and reliable shipping options are sustaining growth.

The strategic location as a global hub and investments in world-class air cargo infrastructures, such as Dubai Airport, make the Middle East a growing player in international air cargo transport. In addition, the region's drive for economic diversification is driving growth in the air cargo sector.

Latin America and Africa offer long-term growth opportunities due to increasing industrial activities and improving infrastructure. In countries such as Brazil, Mexico, Nigeria and South Africa, the air cargo market is developing, driven by increasing exports of agricultural products and other raw materials, as well as imports of consumer goods.

"All of the regions mentioned benefit from global trade trends, technological advances and increasing integration into the global economy, which in turn increases the demand for fast and efficient air cargo services," Alexander Leirich, Key Account Manager, Euroasia Cargo, outlined.

"Nevertheless, the growth potential in each specific market depends heavily on local economic conditions, political stability and infrastructure development.

"The Red Sea crisis, typically associated with geopolitical tensions or events such as the blockade of the Suez Canal, has far-reaching implications for the logistics industry and the organisation of freight transport worldwide.

"The diversion of shipping routes leads to longer delivery times and higher transport costs, which often results in a shift in freight volumes to airfreight. This step is being taken to transport time-critical goods more quickly and to ensure the stability of supply chains.

"Furthermore, companies are expected to expand their warehousing at lead locations to mitigate disruptions. Road transport is playing an increasingly important role in ensuring the maintenance of supply chains.

"An escalation of conflicts in the Middle East that spreads to other parts of the region could have serious consequences for the air cargo industry. This region is a central hub for global air cargo routes due to its geographical location and any instability can have far-reaching effects.

"First and foremost, it will lead to an increase in operating costs due to higher insurance premiums and security measures. Costs will also rise due to the diversion of flight routes. Access to important air cargo hubs and logistics centres would be made far more difficult."

Dealing with disruption

The current situation highlights the high sensitivity of international supply chains to geopolitical events. Disruptions such as geopolitical tensions can have a significant impact on transport routes and the reliability of supply chains. This requires the development of strategies that strengthen the resilience of supply chains and protect freight operations.

These strategies include: diversification of suppliers and transport routes; building strategic inventories: maintaining strategic warehouses in different locations to enable rapid response to sudden fluctuations in demand or supply bottlenecks; regionalisation of suppliers and production sites; relocating suppliers and production sites to more regional areas can reduce dependence on global supply chains and thus reduce vulnerability to global disruptions; and collaboration and information sharing.

"The combination of technology, networks and expertise are crucial to effectively support customers. This includes real-time monitoring using advanced tracking systems that enable continuous monitoring of freight shipments," Leirich highlighted.

"Flexible route planning is also essential; this is achieved through an extensive in-house network or through partnerships that enable switching between different transport modes.

"By working with a broad network of partners worldwide, logistics solutions can draw on local resources and expertise necessary to overcome specific challenges. Open and regular communication with customers about the status of the freight is also crucial. Proactive action enables problems to be identified quickly and resolved efficiently."



60 Seconds With ...



MIRJAM SCHERER

Global Head of Special Logistics at Air France KLM Martinair Cargo

BY Anastasiya SIMSEK

Mirjam Scherer, the Global Head of Special Logistics at Air France KLM Martinair Cargo, has garnered more than 15 years of experience in the industry. Having joined KLM in 2002, before the Air France merger, she has worked in a number of roles in both passenger and cargo operations.

How did you get into the airfreight industry?

It was kind of a coincidence because my background is in hotel management. However, I have always loved the KLM brand, so I applied for a job at KLM because of the international environment. While working for KLM, I used to ride horses as I was really a horse girl when I was young. Then, in 2007, I saw a job posting for a sales manager for live

horses and thought, "Well, that combines my commercial competencies with my personal interest in horses." I applied for the job and was hired, and since then, I have mostly been in air cargo, of which seven years involved the transportation of live animals.

If there was a movie made about your life, who would you like to see play the lead role?

Reese Witherspoon.

If you could have any superpower, what would it be?

To let people truly listen to each other. Many people tend to speak without really hearing what others have to say. Better listening would lead to better understanding, and I think that would help a lot.

If you could have dinner with any three people, living or dead, who would it be and why?

I'm always intrigued by Barack Obama, so I would like to have dinner with him. I don't really tend to look up to people; I just get inspired by them. Next would be Albert Plesman, the founder of KLM, because it was quite bold to start an airline back then. And then, I think, Nelson Mandela, no explanation needed.

What's the best piece of advice you've ever received?

Stay true to yourself.

If you could only eat one meal for the rest of your life, what would it be?

French cuisine or sushi.

What is the most adventurous thing you have ever done?

I'm not really a bungee jumper kind of person, but I think travelling alone when I was very young, through Australia, was quite adventurous. My upbringing was very safe and sound, and then to travel alone to the other side of the world all by myself was a big step. Professionally, I always want to learn something new. I have worked in four different divisions within KLM. People always said, "Ah, you're throwing away your whole network and all your knowledge," but I always felt like I was gaining knowledge and expanding my network. It brought me so much, so "dare to jump" is really the advice I follow.

What's something we wouldn't know about you from your CV?

Well, I'm actually pretty clumsy.

How do you motivate your team?

Show genuine interest in your team. Understand what drives them and what makes them happy. I try to make them feel comfortable and encourage them to step out of their comfort zones. Humour and trust are essential. Make people believe in themselves. I'm really proud that people tell me they like working with me because I want my team to shine. I don't need to be in the spotlight; I want my team to flourish.

What hobby have you always wanted to try but never got around to?

If I want something, I just try it; I just go for it. Maybe I'll fly a plane myself.

What's your proudest moment and your biggest regret?

I think my proudest moment was becoming a mum. I'm really a workaholic and passionate about my job. I've worked so many hours, but in the end, what I'm most proud of is my son and the relationship I have with him. Work-wise, I'm proud that I'm somewhat self-made. You know, there are management trainee programmes, but I was never part of them. I just followed my own way and was always open to new adventures, and it led me to this position. I'm proud of where I am today. I don't think regrets are productive; you always learn something. I'm very good at forgetting negative stuff and remembering the good things. So sometimes I might feel bad one day, and the next day, if someone asks, "Do you feel better?" I might not even remember what they are talking about. I really try to live in the moment, forget the bad things, and focus on the positive side.

Looking back over your career, what would your message be to someone considering a career in logistics?

Be open to new experiences and don't think, "I can't do this" or "I need this specific education." Just go for it and learn on the job. Be willing to educate yourself along the way, and then you can get further than you ever expected. And work hard.

What would your autobiography be called?

She Was Too Loud: A Bit Chaotic, but Very Passionate and Devoted to Her Job, FRIENDS AND FAMILY.

Whatever you see in the world is

FROM İSTANBUL

Oslo ✈ İstanbul ✈ New York

More than 2 million tons of cargo is transported to the world from SMARTIST annually with Turkish Cargo, the air cargo brand that flies to the most destinations in the world.



**THE AIR
LOGISTICS
CENTER
OF THE WORLD**



**TURKISH CARGO
SMARTIST**