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Sustainability in **Global Logistics**

FOR sets its sights on **BUMPER 2023**



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Elite Forwarders' Club

Wide focus and collaboration
key for green aviation

**Asian airports integrating
multimodality**

Bahri Taskoparan
founder and director, FOR Network

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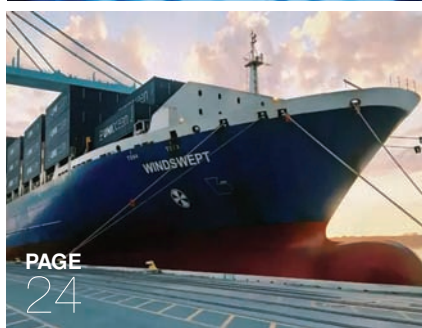
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founder and director, FOR Network

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Fundamental changes to global supply chains, either brought on by the pandemic or that were exacerbated by it, have led to an everincreasing demand for more airfreight capacity, added to which has been the (potentially game-changing) efforts of the ocean carriers seeking to use their vast profits from the Covid years to branch out into aviation.

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Wide focus and collaboration

Airlines the world over are making a **concerted effort** to not only meet but **get ahead of** the **global targets** for **reducing humanity's negative environmental footprint**. *Freightweek* sat down with **several carriers** to discuss what they had been doing in this push and what more can be done.



key for *green aviation*



United Cargo has had a successful few years as it seeks to hit its net-zero targets. Presently engaged in an effort to increase its use of sustainable aviation fuel, this is by no means its only approach to addressing the climate emergency. Strategic partner manager, Courtney Buckwalter, tells *Freightweek* that this multi-pronged method has seen it make substantial investments not least of which was the recent announcement that it had 550 new aircraft on order, which will cut its greenhouse gas emissions (GHGs) by 17 to 20 percent compared to the present fleet. On top of which has been a “first of its kind” US \$100 million sustainable flight fund.

“Our latest development is United Airlines Ventures, a new corporate venture fund which invests in emerging companies to reshape air travel; this program creates the ability to contribute funds for additional SAF purchase or for use on initiatives to decarbonise aviation,” says Buckwalter. “Then when it comes to cargo in particular, there is so much more opportunity out there to join forces with ALL partners in the supply-chain and that starts with education and awareness of our ecological footprint. Our plan is to collaborate with our partners and not only educate about SAF, but encourage the need to invest in initiatives such as biodegradable plastics, recycled pallets, efficient packaging, etc. If we collectively set the bar for what is necessary for the environment, the industry will have to follow.” ➤



Kirsten de Bruijn, executive vice-president at WestJet Cargo, says that, the effort being undertaken at WestJet is at the group level. And the importance of SAF in this push to greener flying cannot be doubted.

“SAF is one of the most promising long-term environmental solutions available today,” de Bruijn tells *Freightweek*. “Sadly, its usage is currently limited due to restrained production and high cost. Yet, at WestJet Cargo we are not deterred by this. Creativity is in our DNA, and we like to think out of the box. That’s why we endeavour to explore different avenues, to find more direct, immediate, and effective ways of acting. To that effect, we are constantly working with partners to improve our business and move in the right direction.”

She says that WestJet Cargo is already contributing daily to a more sustainable world, and that this has included its work at the World Cargo Forum in Miami, where it was one of the first companies to give visitors to the event the possibility of supporting an NGO of their choice, “instead of offering them the customary unsustainable goodies”.

“That way, not only did we avoid the carbon footprint, and eventually the waste, that producing goodies would have incurred, but we managed to turn the budget we would have allocated to this production into a valuable donation to several children’s charities,” she continues. “Needless to say, we are working hard on a sustainability roadmap which will encompass all our business and daily activities and promote best practices internally. While we can’t disclose anything at this stage, we look forward to being able to reveal more on this matter very soon.” ➤

SAF is one of the most promising long-term environmental solutions available today

KIRSTEN DE BRUIJN, EXECUTIVE VICE-PRESIDENT, WESTJET CARGO

WESTJET



Kirsten de Bruijn,
executive vice-president,
WestJet Cargo



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Sales Manager at [REDACTED] GSA

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Guillaume Halleux,
Chief officer of cargo, Qatar Airways



Chief officer of cargo at Qatar Airways, Guillaume Halleux, is particularly keen to stress the importance of collaboration when it comes to tackling the climate emergency. The Gulf carrier has a number of successes it can point to in addressing the needs of the planet – not least of which is a “well-balanced” harmonised approach to business – but for Halleux, the important next step is making sure the industry works in concert rather than in competition with one another.

“At Qatar Airways Cargo, we have a comprehensive environmental sustainability approach that is highly recognised across the industry. In fact, Qatar Airways Cargo is the first carrier in the Middle East certified to the highest level of IATA’s Environmental Assessment programme (IEnvA) – State 2,” he tells *Freightweek*. “Qatar Airways has played an important role working in collaboration with the industry in leading the efforts to tackle climate change, aligned with the Qatar National Vision 2030 as well as the four-pillars strategy of the International Civil Aviation Organization and the International Air Transport Association. As part of oneworld alliance, Qatar Airways has committed to Net-Zero Carbon Emissions by 2050, thus taking part in the first global alliance uniting behind a common target to achieve carbon neutrality. ➤



Qatar Airways has played an important role working in collaboration with the industry in leading the efforts to tackle climate change, aligned with the Qatar National Vision 2030

GUILLAUME HALLEUX, CHIEF OFFICER OF CARGO,
QATAR AIRWAYS



This is different from the Eco-Skies Alliance in that the Fund’s investment targets the future state of SAF, and advanced SAF production at more competitive pricing, thus driving down the premium from where it is today

COURTNEY BUCKWALTER, STRATEGIC PARTNER MANAGER, UNITED CARGO

The alliance has also committed to a target of 10 percent sustainable aviation fuel use by 2030. As part of this commitment, Qatar Airways has signed an offtake agreement to purchase 25 million gallons of certified SAF over a five-year period commencing in 2028. Despite the challenges of SAF supply, Qatar Airways is determined to advance its efforts in this area in order to meet its SAF targets.”

To support the sufficient industry levels of SAF, Buckwalter says that organisations now have the opportunity to join United’s new Sustainable Flight Fund, a part of the United Airlines Ventures. While first rights to scope 3 emission reductions from Sustainable Flight Fund investments have been reserved for its first-round investors, she says the carrier expects to have additional volumes of scope 3 attributes available for second-round investors this year.



Courtney Buckwalter,
Strategic partner manager,
United Cargo

“This is different from the Eco-Skies Alliance in that the Fund’s investment targets the future state of SAF, and advanced SAF production at more competitive pricing, thus driving down the premium from where it is today,” Buckwalter continues. “The Eco-Skies Alliance program and the Sustainable Flight Fund complement one another; in that they are both coalitions of corporate climate leaders seeking to create demand signals today and drive meaningful scale of SAF.” ■

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• Etihad Cargo signs MoU with Astral Aviation to expand African network

Etihad Cargo, the cargo and logistics arm of Etihad Airways, has signed a Memorandum of Understanding (MoU) with Astral Aviation Ltd to expand the partnership between the two parties and enhance the cooperation between Abu Dhabi and Nairobi, further growing Etihad Cargo's reach into the African market.

Through the comprehensive MoU, Etihad Cargo's customers will benefit from additional cargo capacity out of Nairobi via the introduction of additional services from Nairobi to Etihad Cargo's hub in Abu Dhabi from 1 April 2023.

The expansion of the partnership between Etihad Cargo and Astral Aviation will further enhance Etihad Cargo's capabilities in the African market. In 2021, the carrier signed a Service Level Agreement (SLA) with Astral Aviation to provide reliable and cost-effective air freight solutions for the transport of pharmaceuticals across the continent. The SLA was

Etihad Cargo's first Pharma Interline agreement and ensured the carrier's partners' full compliance with latest IATA Pharma and GDP regulations and standards.

This latest agreement builds on Astral Aviation's expanding partnership with Abu Dhabi, which will see Astral Aviation operating more flights to the UAE's capital, supported by Etihad Cargo.

"The signing of this MoU demonstrates Etihad Cargo and Astral Aviation's shared commitment to joint network development and providing a more comprehensive solution to international cargo transportation between Nairobi and Abu Dhabi," said Martin Drew, Senior Vice President – Global Sales & Cargo at Etihad Airways. "The partnership will enable Etihad Cargo to expand its African network and offer increased cargo capacity both into and out of Nairobi, strengthening the connection between the two cities via this key route and further developing this critical African gateway."

"We are truly honored to enter into a MoU with Etihad Cargo as a part of our strategy to expand our network globally, which will enhance accessibility and connectivity via Etihad's Abu Dhabi Hub," said Sanjeev Gadhia, CEO of Astral Aviation. "We look forward to transporting Perishables from Kenya into Abu Dhabi and beyond on Etihad's network, and on the return with cargoes from Asia, USA and Europe to connect into Astral's Intra African network in Nairobi. This cooperation will create new opportunities for our respective clients and will be a win-win partnership."

The agreement will see Astral Aviation and Etihad Cargo sharing up to 50 per cent of all available capacity on the new Nairobi-Abu Dhabi-Nairobi flights, increasing the capacity Etihad Cargo offers air cargo and air mail customers. Via Etihad Cargo's Abu Dhabi hub, the carrier's global network will offer connectivity to destinations around the world. Etihad Cargo will utilise its expansive road feeder service network to transport cargo arriving in Abu Dhabi from Nairobi to destinations throughout the UAE and other offline stations. ■

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A I R N E W S



• Air Canada Cargo and Emirates SkyCargo sign MoU to enhance networks

Air Canada Cargo and Emirates SkyCargo have signed a Memorandum of Understanding (MoU) to deliver more benefits to their air freight customers around the world.

The MoU, which builds on the airlines' strategic commercial partnership announced last year, was signed at Emirates Headquarters in Dubai, UAE by Nabil Sultan, Emirates Divisional Senior Vice President, Cargo and Matthieu Casey, Managing Director Commercial, Air Canada Cargo.

Under the terms of the MoU, Air Canada Cargo and Emirates SkyCargo will work closely on a number of initiatives, which include expanding cargo interline options and block space agreements, pending any required regulatory approvals. These enhancements aim to offer freight customers of both airlines access to more capacity on a larger combined global network.

Air Canada Cargo will have access to Emirates SkyCargo's high frequency

distribution network through the belly-hold of Emirates scheduled passenger flights to over 140 global destinations, as well as the additional capacity offered by 11 freighters currently in the Emirates fleet. In return, SkyCargo will have access to over 60 cities in Canada and more than 150 cities across five continents through Air Canada Cargo thanks to a fleet of Boeing 767 freighters and the belly-hold capacity of Air Canada's scheduled passenger flights.

Both airlines bring particular experience in handling unique cargo, such as oil and gas drilling equipment, car parts and pharmaceuticals on their dedicated fleet of freighters or passenger aircraft.

"We are thrilled to be further strengthening our cargo relationship with Emirates SkyCargo. This agreement enables both carriers to work more closely to optimize our respective freighter and belly capacity throughout each of our extensive and complementing global networks. Customers will benefit from these additional synergies by having

access to an even greater array of options, destinations and streamlined handling when shipping globally," said Matthieu Casey, Managing Director, Commercial, at Air Canada Cargo.

"Emirates SkyCargo is committed to being a leading player in the global air cargo industry providing our customers with the highest standards of products and services. Cooperating with Air Canada Cargo will offer our clients added value through more rapid reach to new destinations in Canada via our Toronto and US gateways," said Nabil Sultan, Emirates Divisional Senior Vice President, Cargo.

Since announcing their strategic partnership in 2022, Emirates and Air Canada have implemented a passenger codeshare agreement that spans 46 destinations across North America, the Middle East, Asia and Africa, and have launched a Loyalty program partnership to allow Aeroplan and Skywards members to earn and redeem Miles and Points on all flights operated by Air Canada and Emirates, respectively. ■



• **Cathay Pacific** *becomes first cargo terminal to have shipments accepted in Dongguan*

Cathay Pacific Cargo and the Cathay Pacific Cargo Terminal, operated by Cathay Pacific Services Ltd (CPSL), have become the first carrier and first cargo terminal operator to have cargo shipments accepted in Dongguan and transported to Hong Kong International Airport (HKIA) by ship for outbound airfreight, enabling full upstream sea-air intermodal export cargo handling between the Greater Bay Area (GBA) and Hong Kong.

The HKIA Logistics Park in Dongguan developed by the Airport Authority Hong Kong (AAHK) enables shipments to be security screened, built up and accepted as cargo for flights before being loaded on ships that unload in a secured area at HKIA, from where pallets and ULDs can be towed straight to a waiting aircraft. The pilot scheme's base will migrate to a permanent facility from 2025.

Cissy Chan, Executive Director, Commercial of AAHK, said: "The HKIA

Logistics Park with sea-air intermodal connectivity to HKIA aims to reinforce HKIA's role as the international air cargo hub in the GBA. The initiative brings our extensive air network, enormous handling capacity and efficient services to the doorstep of the air cargo customers in the GBA, contributing to the supply chain and economic development of the region. We are delighted to have kept support from the industry partners, especially the Cathay Pacific Group, which has pioneered with us the successful implementation of the pilot scheme of this strategic initiative."

CPSL is the first cargo terminal operator (CTO) to sign an air cargo service agreement with AAHK to operate in the pilot scheme, and has established its own upstream bonded facility – Cathay Cargo Terminal Dongguan – located at the Bestar Logistics Centre in Dongguan.

"We have been actively engaged in the downstream trials of the service over the past year and are delighted to be the first CTO to have provided full

upstream acceptance of intermodal cargo in Dongguan," said CPSL Chief Operating Officer Mark Watts. "By extending our air cargo handling services to Dongguan, we are able to offer more choice and more value-added services for our customers, as part of our vision to become the world's most customer-centric air cargo terminal operator."

The new facility is fully compliant with Hong Kong's air cargo security regulations, and export cargo can be screened, palletised and accepted for shipment by cargo terminal operators in Dongguan, before being transported seamlessly by ship to a secured pier area at HKIA for air transhipment to worldwide destinations via Cathay Pacific's passenger and freighter network.

Cathay Pacific Director Cargo Tom Owen is looking forward to offering a brand new mode of cargo solution for the Hong Kong logistics industry, and to developing exports from – and then over the coming months, imports into – the GBA, which is a focus area for the airline.

"We are delighted to join hands with AAHK to promote the economic growth of Hong Kong and the region, while further strengthening HKIA's status as an international aviation hub by using this first and only upstream facility of its kind," Owen said. "We would like to extend our thanks to our friends at Bolloré, Cargo Link, DHL Global Forwarding, Dimerco and Yusen Logistics, who helped to realise the viability and benefits of this programme with trials using real cargo shipments."

The scheme will offer cost savings, improved efficiency and reliability, as well as improved cut-off times for shipments from the GBA. All parties will continue extending the operation to include imports from HKIA to the GBA via the HKIA Logistics Park. ➔



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The scheme is open to those Hong Kong freight forwarders that are “regulated agents” (RA) and they will need to obtain acceptance from the Hong Kong Civil Aviation Department (CAD) to their application of Supplementary Pages to Regulated Agent Security Programme (RASP), which extend the RAs’ remit to upstream operations. The HKIA Logistics Park in Dongguan uses

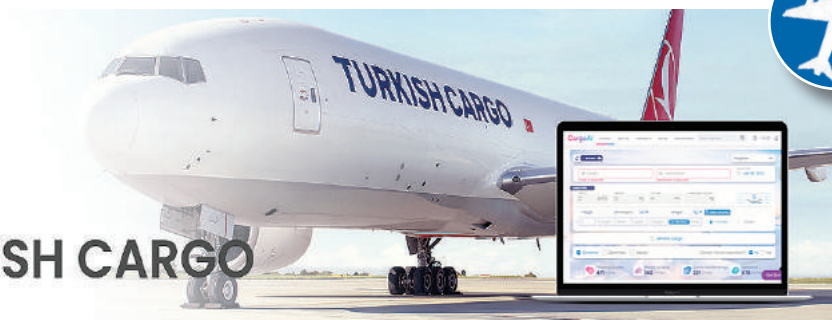
CAD-approved X-ray machines and Explosive Trace Detectors, which are operated by AVSECO staff.

“The HKIA Logistics Park offers a cost-effective and efficient end-to-end solution to our freight forwarders and shippers in moving cargo to and from the GBA,” added Cathay Pacific Cargo’s Owen. “Our customers can benefit from competitive rates

on screening, palletisation and terminal charges. The project is a tremendous opportunity to further develop an important regional market and demonstrate the strength of Hong Kong as the leading air cargo logistics hub by increasing Cathay Pacific Cargo’s attractiveness to our customers.” ■



WELCOMES TURKISH CARGO



• Turkish Cargo goes live on CargoMART

Turkish Airlines’ air cargo brand, Turkish Cargo, is now live on CargoAi’s marketplace solution (CargoMART), for users in 4 countries.

In the pilot phase, CargoMART users in France, Spain, Netherlands and Singapore will have access to booking Turkish Cargo’s new services TK SMART (general cargo service), TK PREMIUM and TK URGENT (express cargo service) instantaneously on all Turkish Cargo routes.

In keeping with its philosophy to provide full visibility to its users for informed and actionable business decisions, CargoAi’s integration with Turkish Cargo is unique in that it displays non-bookable options to its users. Where other platforms filter out such options, forwarders on CargoMART are instantly in the

know and can quickly make an offline booking (via call for example) for such shipments.

“We’re thrilled to be announcing the partnership between Turkish Cargo and CargoAi, as this will significantly increase Turkish Airlines’ cargo revenue opportunities from a 360 perspective. By providing full visibility throughout the airfreight procurement process, we continue our mission to bring the best digital booking experience that CargoMART offers to our joint customers.” says Matt Petot, CEO of CargoAi.

Users of CargoMART benefit from searching for real-time schedules, bulk quoting, e-booking, the ability to track and trace each shipment, as well CargoAi’s Cargo2ZERO sustainable features to support the air cargo industry’s decarbonization mission.

Following the successful pilot launch, Turkish Cargo will expand its offering on CargoAi worldwide. The worldwide rollout will allow the full visibility and booking of all its routes to more than 6,000 freight forwarders across 63 countries who regularly use CargoAi’s marketplace, CargoMART. ■



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Bahri Taskoparan
founder and director, FOR Network

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Bahri Taskoparan, founder and director, FOR Network and Richard Broom, CEO Freightweek meet at FOR Network HQ

When reflecting upon the pandemic years, founder and director of **FOR Network, Bahri Taskoparan**, tells *Freightweek* that if one good thing came of Covid it was that it made the **logistics sector more cooperative**. It was the case, he continues, that with the **world in a state of instability**, people “needed to find more **qualified and reliable partners**” with whom they could **collaborate at a global level**, in contrast to the **preceding years** of “**wild competition**” when **rates mattered more than expertise and quality**.

We hope this year's AGM will be able to help our members open new windows to the logistics world and exchange so many new ideas and projects

BAHRI TASKOPARAN FOUNDER AND DIRECTOR, FOR NETWORK

“But when logistics supply chains were left broken by the pandemic, customers began to well understand the importance of experience and deep logistics know-how and this pushed freight forwarders to find the most qualified overseas partners they could,” says Taskoparan. “Under these circumstances, as FOR Network, we gained a big advantage as we had been investing in finding the best partners to join our group.”

Indeed, Taskoparan says the pandemic proved a real boost for his network generating a rush of forwarders wishing to join so that they could not only find reliable partners but themselves be found. As a result, FOR's geographic footprint expanded and today it now covers more than 115 countries. He is telling Freightweek all this while concurrently gearing up for the network's Annual General Meeting in May. For any network, the AGM remains the “most important” date in the diary, bringing the members together – “face to face, not virtually anymore” – allowing an opportunity not only to reconnect with

existing partners but get to meet new ones and, hopefully, “generate much new business”.

“From the network side, our best gain is to see all of our people from all over the world and get updates on their own local regions and to gain a clearer idea of the current status of our industry globally,” continues Taskoparan. “It's a unique moment and helps to foster new ideas that will assist our members more efficiently, while also ensuring we fully understand their real needs. For this purpose, we do face-to-face surveys and interviews, and arrange meetups and workshops allowing us to see the big picture. It's really amazing experience to meet with hundreds of different cultures and build a more multinational knowledge.”

As in many industries, that chance to meet in person is a real plus point, with many having been left with a sense of disconnection – even where efforts were made to use technology to keep one another in touch. “People missed socialising,” adds Taskoparan.

Honestly speaking, people also attend to see as it does thousands years of history as well

BAHRI TASKOPARAN FOUNDER AND DIRECTOR, FOR NETWORK

"We hope this year's AGM will be able to help our members open new windows to the logistics world and exchange so many new ideas and projects," he says. "As we only accept limited attendees from each country, this will help our participants to develop their own markets by avoiding highly 'internal' competition. This is our main policy, to support our members and 100 percent match what they are expecting, that is, to have deep relationships with overseas partners with a minimum of competition."

Of course, Taskoparan says there's another reason members attend.

"Honestly speaking, people also attend to see the queen of world cities: Istanbul, boasting as it does thousands years of history as well as natural beauty," he adds. "And that's forgetting the fantastic shopping facilities. As freight forwarders, our people do not usually have the time for these opportunities, and so the AGMs give them that chance to have a few days being tourists before or after the conference." >

the queen of world cities: Istanbul, boasting as natural beauty

We will invest evermore to provide our members ever greater opportunities to conduct business between themselves

BAHRI TABKOPARAN FOUNDER AND DIRECTOR, FOR NETWORK

The AGM may be predominating the coming months but there is other work going on behind the scenes. Taskoparan says that he and the team have been developing some additional functionalities within its systems and some new chances for the network to offer its members. The plan is to complement the AGM with some smaller meetings that focus on certain areas of individual expertise and to roll out additional modes of engagement. Including development of sub-groups that specifically focus on those members engaged in airfreight, project cargo, breakbulk, and full-container and less-than-container load specialists. He would like to see some of these sub-groups engaged in mini-AGMs that would be organised to coincide with other industry events relevant to the individual sub-group.

“Additionally, our new financial features will be developed and our all-new Network Member Management portal (NMM), which is currently in the final stages of construction, will be revealed. An upgrade on the existing system, this will retain its desktop and mobile app functionalities, which is really important considering that most of our members’ customers – as well as the members themselves – tend to use mobile apps. Our aim is to put even more focus on this tendency and make our app one that is best in class, without losing the essential quality of being able to reach the relevant party within seconds. Finally, we will invest evermore to provide our members ever greater opportunities to conduct business between themselves.” ■



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• **Port of Bilbao**
goes direct to the US

Ellerman City Liners in mid-February commenced a weekly direct service between the Port of Bilbao and the east coast of the United States for the multimodal transport of containers.

The vessels of the British shipping company Ellerman will dock at the CSP Iberian Bilbao terminal and the rotation will be Bilbao, Rotterdam, Antwerp, Hamburg, Tilbury, New York, Wilmington and Jacksonville.

With this direct connection, transit times will be reduced to 15 days for imports and 18 days for exports between the Bilbao and New York markets.

The service is covered by the vessels "SC Mara" and "Mona Lisa", each with a capacity in excess of 3,500 TEUs. The container ships "Cape Hellas", "Windswept" and "Buxfavourite" are expected to bolster the service in the near future. The weekly call and the vessels in service guarantee regular calls without loss of rotation for shippers. ■



• **Ashdod begins collaboration with Maersk North America**

Ashdod Port Company has signed an agreement with Maersk North America - to collaborate on innovation opportunities in supply chain logistics.

The agreement enables Israeli startups that are participating in Ashdod Port's Blue Ocean for Startups technology incubator to be considered for pilot projects in North America to test the proposed technologies in landside operations.

The agreement was signed at the Manifest conference in Las Vegas, one of the largest logistics conferences in the world. Over 3,000 visitors from 50 countries participate in the conference, along with 1,000 startups and investors and 250 CEOs from leading companies such as Schneider, DHL, and Siemens.

Chairman of the Board Orna Hozman Bechor and Chief Innovation Officer Roy Avrahami represented Ashdod Port at the signing. Maersk was represented by Erez Agmoni, Senior Vice President of Innovation and Strategic Growth.

"The Board of Directors and the management of Ashdod Port are continuing their efforts to expand Ashdod Port's collaboration around the world, as we promote new technologies and innovation in the logistics industry. This type of collaboration is critical, so we can upgrade the entire supply chain, the source of the modern global economy, and make it more efficient. We are excited to collaborate with Maersk in North America." Orna Hozman Bechor, Chairman of the Board of Ashdod Port.

"The pandemic highlighted the importance of supply chains to constantly improve. This new partnership enables us to accelerate and test technology and new ideas in our operational processes using Ashdod Port's tech incubator." Erez Agmoni, Maersk North America's Senior Vice President of Innovation and Strategic Growth.

Today's announcement builds on an earlier innovation agreement Maersk signed in 2021 with the Massachusetts Institute of Technology (MIT) Center for Transportation & Logistics. An agreement that takes advantage of MIT's world-renowned engineering expertise and data scientist teams to research new ways of improving Maersk North America's logistics and data processes. ■





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• DP World sets new record for UK volumes

DP World saw a five percent rise in the volume of trade handled by its two hubs in the UK last year, as the leading provider of smart logistics solutions continued to extend its reach further into the supply chain.

London Gateway alone reported a 14 percent rise in volumes to 2,053,000 TEU – the first time it has ever exceeded two million units in a year, consolidating its position as Britain’s second biggest container terminal. Together with Southampton, the two terminals handled a record 3,850,000 TEU compared with 3,675,000 in 2021.

Ernst Schulze, UK Chief Executive of DP World, said: “We help trade flow across the globe and this outstanding performance shows our ability to deliver on our commitment to boost growth, support businesses, create jobs and improve living standards in the UK.”

“Within a decade, London Gateway is likely to be handling up to 30 percent of the country’s containerised trade. Its port-centric logistics park will be one of the largest in Europe, employing 12,000 people and underpinned by investment in a second rail terminal and a new fourth berth.”

“At Southampton, we are investing to future-proof the port by improving its infrastructure and introducing warehousing facilities for our customers. We are committed to expanding its capacity as well as making it one of Britain’s most sustainable ports.”

Last month, DP World recently partnered with Economist Impact to launch the latest edition of Trade in Transition, a global trade barometer. The research showed that companies in the UK experienced strong growth in 2022, with expansion of up to 50 percent in the value of exports reported

by 62 percent of those surveyed. 53 percent reported a similar rise in the value of imports.

With a global network spanning more than 300 business units in over 75 countries, DP World is continuing to extend its capabilities across the UK supply chain, with the latest step the launch of a new intermodal train service in November connecting London Gateway and Southampton.

Over the last 10 years, DP World has invested £2 billion in the UK, supporting thousands of jobs. Over the next 10 years, the logistics provider has earmarked a further £1 billion of investment, with a £350m new fourth berth at London Gateway now well under construction. ■

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Asian airports integrating



Hong Kong international airport



Hong Kong international airport signing an agreement with the Dongguan Municipal People's Government

FUNDAMENTAL CHANGES TO GLOBAL SUPPLY CHAINS, EITHER BROUGHT ON BY THE PANDEMIC OR THAT WERE EXACERBATED BY IT, HAVE LED TO AN EVER-INCREASING DEMAND FOR MORE AIRFREIGHT CAPACITY, ADDED TO WHICH HAS BEEN THE (POTENTIALLY GAME-CHANGING) EFFORTS OF THE OCEAN CARRIERS SEEKING TO USE THEIR VAST PROFITS FROM THE COVID YEARS TO BRANCH OUT INTO AVIATION. THIS HAS RESULTED IN A MAJOR SHAKE-UP FOR AIRPORTS. CARRIERS LOOKING AT GATEWAYS DIFFERENTLY, BUT THEY ARE ALSO NOW LOOKING AT DIFFERENT GATEWAYS.

multimodality



Indeed, such has been the pace of change that new cargo terminals are popping up faster than they can be reported on at present. And the amount of money swilling around seems only likely to increase as analysts suggest capacity demand will double each year, with the big e-commerce companies claiming that their demand is not nearly yet met by what the industry can offer.

Previously *Freightweek* looked at the make-up of this change in Europe and the US but, as part of our effort, to cover this global phenomena, we turn now to Asia and the Pacific.

Airport Authority Hong Kong (AAHK) is just one company that is really looking at making the sea-air model work more efficiently. In mid-February it signed an agreement with the Dongguan Municipal People's Government to deepen collaboration in facilitating the Greater Bay Area's intermodal facilities. ➤



“The intermodal cargo transshipment initiative is an innovative model aiming to attain unparalleled efficiency in international cargo handling between GBA and Hong Kong,” says AAHK chair Jack So. “I would like to express my gratitude to the Dongguan Government, as well as relevant government departments in Hong Kong and business partners for their support in making this project possible, enabling HKIA to maintain its role as the number one international air cargo hub.”

The initiative will see AAHK develop a logistics park for Hong Kong International Airport in Dongguan alongside a new airside intermodal cargo pier at the existing airport. So says that these two new facilities will allow for security screening, palletisation and acceptance for

GBA’s export cargo to be completed in Dongguan before being shipped to the airside of HKIA for onward air transshipment, removing the need for secondary security screening at the airport. According to a spokesperson, when the new HKIA Logistics Park and the new model are fully implemented, operating costs will be reduced by about 50 percent with handling times cut by about one-third.

This intermodal focus has also taken hold in India, with AISATS – a joint venture between SATS and Air India – set to develop an integrated multi-modal cargo hub at Noida International Airport. Noida itself is yet to be completed but construction is set to finish at the end of 2024. By adding the new integrated multi-modal facility to the development



“We are excited to partner with Noida International modern, and efficient cargo infrastructure, by

SANJAY GUPTA, CHIEF EXECUTIVE, AISATS

plans, the joint venture is indicative of where it sees freight going, or rather how it sees it moving.

“We are excited to partner with Noida International Airport to build a state-of-the-art, modern, and efficient cargo infrastructure, by making the best use of technology,” says chief executive of AISATS Sanjay Gupta. “India is envisioned to become the next logistics hub for the world, and the government is taking necessary measures to make logistics more efficient and globally competitive. We are aiming to develop world-class infrastructure to deliver a seamless, best-in-class cargo experience for all stakeholders. Catering to a large catchment area with a huge growth owing to multi-modal connectivity, we are certain that this multi-modal cargo hub will truly become the gateway to North India.” ➔



Noida International Airport



***Airport to build a state-of-the-art,
making the best use of technology***





“As an island state, it’s critical that our producers can ship to customers. This new cargo facility will enhance Virgin Australia Cargo’s ability to export goods in a timely manner so that customers around Australia and the world can enjoy fresh Tasmanian seafood and produce on their own dinner tables.”

SHANE O’HARE, CHIEF EXECUTIVE, LAUNCESTON AIRPORT



In Australia, Launceston is equally looking to grow its freight offering with an AUS\$4 million investment in upgrading its 800 square metre cargo facility to support Tasmanian exports. The facility, which will be used by Virgin Australia Cargo, will offer capacity for some 500 tonnes of goods to be moved each year.

“As an island state, it’s critical that our producers can ship to customers,” says Launceston chief executive Shane O’Hare. “This new cargo facility will enhance Virgin Australia Cargo’s ability to export goods in a timely manner so that customers around Australia and the world can enjoy fresh Tasmanian seafood and produce on their own dinner tables.”

By the time this issue comes off the press, work is expected to already be underway, with a swift timetable aiming to have construction – which will be undertaken by Vos Construction & Joinery – completed by September.

Describing Virgin Australia Cargo, O’Hare says the airline is an

important partner of the airport’s, noting that it had “significantly” invested in network growth over the past 18 months, including increasing flight frequency and starting new services to destinations such as Perth and Adelaide. Virgin Australia’s chief strategy & transformation officer Alistair Hartley says the facility would grow its cargo operations while helping to realise the increasing trade opportunities for the local economy and Tasmanian businesses.

“We are delighted to partner with Launceston Airport to expand our cargo operations and welcome the support of the Tasmanian Government to develop a stronger trade industry in the state over the next decade,” adds Hartley. “The upgraded facility is expected to see nearly half a million kilograms of premium Tasmanian exports, including its world-class seafood and agricultural products, through its doors and into domestic and international markets each year.” ■

Shane O’Hare,
chief executive, Launceston Airport

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P E O P L E N E W S



- **Virgin Atlantic announces appointment of new Head of Distribution**

Virgin Atlantic Cargo is delighted to announce the appointment of Maria Sanchez-Grant as its new Head of Distribution.

Maria has been at Virgin Atlantic Cargo for 15 years and during this time has held numerous sales and revenue roles within Virgin Atlantic Cargo, culminating in taking on the role of Senior Manager, Revenue Optimisation in 2019, with responsibility for leading the revenue management and pricing functions of the cargo division.

Maria's new role will focus on distribution and technology within Virgin Atlantic Cargo and will increase the spotlight on its digital distribution focus, as the business seeks to continually evolve and enhance its services based on the requirements of its customers.

Commenting on her new position, Maria said: "I am incredibly excited to take on this new position at Virgin Atlantic Cargo. The technology team has done a tremendous job in upgrading our core operating platform to pave the way to digitally transform our business. I look forward to working with the team to help build on this, to achieve future success, ensuring we offer our customers more choice on how they engage with us, as we work towards many of the digital ambitions that help us deliver on our desire to further improve our service offering and reduce our impact on the environment"

Phil Wardlaw, Managing Director, Virgin Atlantic Cargo commented: "We are delighted for Maria to step into her new role at Virgin Atlantic Cargo. I know she brings incredible passion as well as a wealth of experience and will be pivotal in driving our 2023 digital transformation. I look forward to working closely with her, leading our cargo business into its exciting next chapter, as we focus on digital distribution." ■



- **SEKO announces new Senior VP**

SEKO Logistics (SEKO), the leader in end-to-end global logistics, today announced its latest advancement in its global ecommerce business with the appointment of Richard MacLaren as the new Senior Vice President, Global Ecommerce.

MacLaren will be responsible for enhancing and executing the overall strategy and structure for the SEKO Ecommerce business. He will lead the SEKO team in delivering high-velocity ecommerce logistics solutions for clients to excel global supply chain growth, quickly and sustainably.

Richard brings over 20 years of experience in supply chain, logistics, contract logistics, ecommerce, and cross-border ecommerce to this position. Prior to joining SEKO, Richard was the global senior vice president for consumer goods and ecommerce at Hellmann Worldwide Logistics (Hellman). Richard led teams across the world, including Asia, Oceania, Europe and the Americas. He was also part of the global leadership team reporting into Hellmann's supervisory board in Germany. Following an early career in finance, Richard transitioned into sales and commercial roles followed by a leadership role involving

the creation of a North American third-party logistics (3PL) and supply chain consultancy business.

"Global ecommerce demand only continues to increase," said Steen Christensen, Chief Operating Officer at SEKO. "To efficiently and successfully cross borders, retailers are looking to partner with logistics providers who are prepared to meet their needs around on the world and in individual local markets. Richard brings that leadership expertise. He's the right person to lead the future of our ecommerce business and help our clients move their supply chains forward."

SEKO is a leader in ecommerce fulfillment, becoming one of the first companies to enter the market in 2011. Since, the company launched its dedicated business unit focused on global ecommerce solutions, called SEKO Ecommerce, in 2022, and monthly, SEKO ships over 10 million parcels around the world. With over 150 locations across more than 60 countries, SEKO prides itself on delivering consistent ecommerce shipping solutions locally, as well as providing access to the resources and expertise of a single, seamless worldwide logistics company.

"The global supply chain and ecommerce market is rapidly evolving, but the SEKO team has built a foundation to respond to these changes effectively. This team moves fast, with sound strategy, and I feel energized to be joining this group of logistics experts," shared MacLaren. "Already, SEKO's multi-channel fulfillment centers span the globe and allow clients to open up sales strategies to new markets and scale business with a single integration. Through our network of ecommerce hubs and multi-user logistics sites, we're currently giving our clients the ability to maximize their global footprint effortlessly. My vision is to continue to hone that strategy and identify new opportunities to help our clients even more."

From pallets to parcels, and orders to returns, SEKO Ecommerce moves supply chains forward, connecting retailers and suppliers globally to their customers with world-class solutions. ■



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